

# The Hongkong Telegraph.

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SHANGHAI 1922  
SINGAPORE 1922  
SINGAPORE 1922



## THE OPENING OF PARLIAMENT.

### HIS MAJESTY'S GRATIFICATION AT THE PACIFIC PACT.

#### Points of the Premier's Speech.

(Reuter's Service.)

London, February 7.

The State opening of Parliament took place with the usual ceremonial.

Later.

The King's Speech, on the opening of Parliament, referring to the Washington Conference, says that, while the four-Power Pacific treaty replaces the Anglo-Japanese alliance, he is happy to feel that the long-standing Anglo-American relations will remain as cordial as ever at the same time that Anglo-American relations will enter a new era in an even closer phase of friendship. The disarmament treaty provides a large measure of relief from the burden of armaments. In all these respects great results had been attained by the success of the Conference, for which the world owes a deep debt of gratitude to the initiative of the President of the United States, and which would be the happiest augury for future international relations.

#### The Importance of Retrenchment.

In regard to the Estimates for the coming year, every effort would be made to reduce public expenditure to the lowest possible consistent with the security and efficiency of the State and with public obligations. In view of the necessity of relieving citizens to the utmost from heavy burdens, Parliament would soon be invited to consider measures necessary to give effect to the Irish agreement. A Bill of indemnity would also be submitted.

In regard to unemployment the only remedy is the appeasement of international rivalries and suspicions and the improvement of the conditions of trade throughout the world. His Majesty trusts that the Geneva conference will establish the peace of Europe on a fair basis and settle the many important questions arising from the pressing need of financial and economic reconstruction.

Proposals will be submitted to Parliament for the reform of the House of Lords and for the adjustment of differences between the two Houses.

A Bill will be submitted relating to the establishment of an international trade corporation.

#### More Benedictions upon Washington.

London, February 7.

The House of Commons was crowded at the opening of the new Session. Moving the Address to the Throne, Capt. D. H. Hacking said that the results of the Washington Conference had been more successful than the most sanguine anticipated. The Pacific treaty was an epoch in the annals of the Empire. He paid a warm tribute to Mr. Balfour.

Capt. Evans, seconding, trusted that nothing would arise to frustrate or fritter away the momentous decisions of the Washington Conference.

#### Labour Leader on the Disarmament Conference.

The Right Hon. J.R. Clynes (Labour) said that the Washington Conference kept rather too closely to the arithmetic of instruments of war, but the naval agreement was a positive gain, especially if it could be viewed as the first step towards a greater reduction of armaments and better relations among the naval Powers of the world. He was entirely hopeless, however, of ever maintaining the peace of the world by any process of measuring the instruments of war. He hoped that Washington was only the beginning of conferences which would lead to a definite arrangement ending, finally, in the disarmament of the world for the purposes of war.

#### The Premier's Attitude Towards France.

Mr. Lloyd George said that the Washington Conference was one of the greatest achievements for peace in the history of the world. He paid a tribute to Mr. Balfour, and emphasised that the Conference would save millions this year. Mr. Lloyd George urged the necessity of giving France a guarantee, thus restoring her confidence and leading to that calmness of judgment which was vital to wise decisions. Germany must be made to feel that a policy of revenge would not pay. We were in honour bound by the guarantees given by Mr. Wilson and Mr. Balfour at the Versailles Peace Conference.

Replying to Sir Donald Maclean, Mr. Lloyd George said that a full opportunity for discussion of any pact would be given.

As regards Labour complaints concerning unemployment, Mr. Lloyd George pointed out that the Government was spending over a hundred millions yearly in relief.

#### Adjustment of War Debts.

Mr. Lloyd George said that Britain was quite willing to discuss the adjustment of war debts if all creditor and debtor nations came in, but could not forego her claims when there were heavy ones against her.

The Geddes report would be laid before the House at the end of the week. The Government did not feel justified in following some parts, but was prepared to adopt suggestions involving most drastic cuts in expenditure.

#### Proposals Regarding Egypt.

Definite proposals regarding Egypt would be announced after the discussions with Lord Allenby. We were willing to meet all the Egyptian people's legitimate national aspirations and to abandon the protectorate upon the fundamental conditions of safeguarding Imperial communications *et cetera*.

#### The Irish Settlement.

A Bill will be introduced immediately giving the Irish Provisional Government the authority at present vested in the Imperial Government. This was most urgent to enable the Provisional Government to deal with problems like unemployment. It might then be found desirable to seek the opinion of the electors of Ireland on the Treaty. The body so elected would have to frame a new Constitution. The Premier emphasised that the unsuccessful meeting between Mr. Collins and Sir James Craig was only the second; patience was required. The boundaries question would only arise after the Constitution had been incorporated in an Act of Parliament. He concluded by stating that legislation carrying the treaty into effect would be submitted in due course.

#### Help for Austria.

Mr. Lloyd George, replying to a question, said the Government proposed, pending the United States' suspension of the Austrian Loan, to advance to Austria upon good security the balance of over two millions of the ten millions voted for Mid-Europe. He believed France was also prepared to make an advance.

## NO SETTLEMENT IN SOUTH AFRICA.

### But Republican Resolution Not Taken Seriously.

(Reuter's Service.)

Johannesburg, February 7.

The resolution demanding a republic emanated from the East Rand, which reefs are the storm-centre. It was moved by Mr. Waterston, a Labour legislator, who styles himself Major-General, but his army is largely regarded as a laughing-stock.

Enthusiasm among the so-called commandoes, which are endeavouring to remove officials from the essential services, is waning. The police have hitherto refrained from arresting the leaders.

Later.

The conference between General Smuts, the Chamber of Mines, and the workers' representatives proved resultless.

A mass meeting at the Town Hall resolved upon denouncing the republican movement.

#### Official Labour's Repudiation of Resolution.

Capetown, February 7.

Mr. Boydell, leader of the Parliamentary Labour Party, has repudiated the Waterston resolution. He said the Labour Party is pledged to maintain the Constitution. A Nationalist republic would be a social and economic disaster.

#### "A Republic by Constitutional Means"

Pretoria, February 7.

When twenty members of Parliament and of the Provincial Council met a deputation conveying the Johannesburg resolution in favour of a republic, the Nationalist members repudiated a revolutionary movement, saying that their object was to secure a republic by constitutional means.

## THE BANQUE INDUSTRIELLE.

### Senate Committee's Bill.

Paris, February 7.

The Senate Finance Committee's Bill regarding the Banque Industrielle authorises the French Government to negotiate in accord with the Chinese Government a credit operation destined to safeguard the material and moral interests of France by the use of France's share of the Boxer indemnity, an operation which is intended to refloat the Banque Industrielle de Chine.

In regard to the decision to await the statement of M. Poincare, it was said that in any case it was necessary to know the exact position of the Bank, its liabilities, character, category, depositors, and the exact amount of the Boxer indemnity.

## GANDHI'S OFFER.

### Government's Firm Reply.

London, February 7.

The Indian Government has issued a statement in reference to Gandhi's offer as set out in a cable yesterday. The statement declares that his demands are such that no Government could even discuss them. Civil disobedience is fraught with such danger to the State that it must be met with sternness and severity. "The Government is confident that in taking measures for its suppression it can rely upon the support of all law-abiding citizens."

[The previous cable stated that Gandhi had offered to "postpone" civil disobedience if the Viceroy, within seven days, "revised his policy" and fulfilled other stipulations.]

## COMMERCIAL AVIATION.

### Not Likely to be Successful for Many Years.

London, February 7.

Col. Guest, Secretary of the Air Department, presiding at the Imperial Air Conference at the Guildhall, said the prospect of commercial success in aviation in Europe could not be realised for many years, but the outlook from the Imperial viewpoint was of the brightest. They must concentrate their efforts on distances which could not be bridged except by air, notably from England to India.

## BERLIN STRIKES TO BE CALLED OFF.

### Negotiations with the Government.

Berlin, February 7.

At the conclusion of the negotiations on the part of the Imperial Chancellor and the Minister of Finance with the representatives of the workers and officials of their organisations, the latter accepted the Government's pledge immediately to adjudicate upon wages and other questions as a suitable basis for calling off the strikes.

## CRICKET IN AUSTRALIA.

### Substantial "Benefit" for Old Test Match Player.

Sydney, February 7.

The cricket match between the Australian touring side and the Rest of Australia for the benefit of the ex-Test Match player, Iredale, realised £1,740. The Rest scored 395 and 302 for 5 wickets (declared) while the touring side registered 403 and 260 for 4, the match being drawn.

(Other Telegrams on Page 2.)

## RIFLE LEAGUE.

### Positions to Date.

The Hongkong Rifle League table to date is as follows:

	Matched.	Won.	Lost.
H. K. Defence Corps...	3	3	-
H.M.S. "Hawkins"...	2	2	-
H.M.S. "Tamar"...	6	5	1
Dockyard R.C....	3	2	1
H.M.S. "Calio"...	3	2	1
Royal Engineers...	5	2	3
H.M.S. "Ambrose"...	7	2	5
H.M.S. "Merlin"...	3	-	3
H.K. Police...	4	-	4
H.M.S. "Titanic"...	-	-	-

## EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### ANNUAL RACES.

Shanghai, Feb. 7.

Shanghai jockeys and owners will sell on Saturday and Wednesday to Hongkong for the annual races, Mr. Frank Vids and Mr. C. R. Burkill will ride for Sir Paul Chater and Mr. "Billy" Hill will ride for Messrs Potts and Hayim. Other Shanghai riders are Messrs. Gussie White, Eric Moller, Jack Bauld, Knoll and M. O. Springfield.

## THE STRIKE SITUATION.

### EXORBITANT DEMANDS BY NORTHERN CREWS.

#### MORE RECRUITING IN SHANGHAI.

#### Government's Thanks to American "Specials".

Except that the number of cargo coolies at work has risen to-day to 2,500 the strike situation is unchanged. But one or two facts emerge that are worth noticing.

For one thing, it has to be noted that these cargo coolies are wholly engaged in unloading cargo. Work is going on at at the Kowloon wharves, at Holt's wharf and on ships in the harbour. Necessary commodities are being supplied to the public; but it must not be supposed that the export trade of the Colony is being revived. So far no loading to speak of has been engaged in. It is as well not to be unduly optimistic over the return of 2,500 coolies. The fact that so many have returned is pleasantly significant, but it does not mean the end of the strike.

#### Northern Crews Become Wary.

From a hint we had this morning it would appear that Northern crews are not so readily obtainable as at one time appeared likely. They are becoming somewhat wary. Hongkong's need is their opportunity, and they are asking for very substantial guarantees, without giving any in return. We hear of one case where a little bonus of a month's salary in advance was asked for and was granted provided that the seamen accepted it the day after they left a certain northern port for Hongkong. That offer was refused. The owners, apparently, are being asked to put down a big sum without receiving any guarantee that the other side of the bargain will be kept. They are not likely to accede readily to these terms.

#### Crews from Shanghai.

The following telegram received from our Shanghai correspondent throws some light on the question of employing Northern crews:

Shanghai, February 8. The Canadian Pacific Steamship Company is recruiting 400 Ningpo seamen for the Empress of Japan and the Montezuma. The date of their departure is doubtful.

The Nanking leaves to-morrow for Hongkong with a Cantonese crew. The owners are unable to send a Ningpo crew - the China on the Nanking, fearing trouble with the Cantonese.

#### Government Thanks Americans.

Below is a copy of a letter which the American Consul General has received from the Colonial Secretary:

Colonial Secretary's Office, Hongkong, 7th February, 1922.

Sir, His Excellency the Governor desires me to express to you and, through you, to the American community of Hongkong, this Government's warm appreciation of the valuable assistance which is being rendered to it by the American citizens who have enrolled themselves as special constables in the present emergency caused by the seamen's strike.

I am, Sir, Your obedient servant, (Sd.) CLAUD SEVERN, Colonial Secretary.

#### Another Man Jailed.

Sentence of three months' hard labour without the option of the fine was to-day inflicted by the Magistrate (Mr. R. E. Lindsay) in the case in which a Chinese was yesterday charged with disorderly conduct, in the Central Market on Sunday.

The charge had been amended from one of intimidation, it being alleged that the defendant made an attempt to coerce the market

vendors into joining the strike. Defendant produced one witness this morning who was unable to explain his conduct, and his Worship decided to impose the penalty already stated.

#### The Status of the Seamen's Union.

Some legal points on the status of the Seamen's Union are to be raised by the defending solicitor in the case in which Wong Kam and Lo Yui-lam were to-day charged with being members of that Union, described in the charge as being an "unlawful society."

Mr. J.R. Wood—Are you members?

Defendants—Yes.

To Mr. W.B. Hind who defended, the Magistrate put the question—What do you ask me to do?

Mr. Hind said that he would like the case to be adjourned, as some legal questions were involved, the main point of which was that the defendants had been members of the Union since its inception, and had been considered law-abiding citizens until the Government thought fit to take away the Union's legal status and declared its illegality. The circumstances, bearing in mind that the defendants were members of what had once been a lawful institution, could not bring the defendants under the Ordinance under which they were now charged.

Sergeant Shannon also represented to the Court that a remand was desired by the Deputy Superintendent of Police, Mr. T. H. King, who wished to go into the evidence furnished by a number of books and documents seized; and also by the Secretary for Chinese Affairs, who wished to discover the purport of a declaration found in the defendants' possession. The Sergeant understood that Mr. Hallifax would like to come up to prosecute in person.

The case was adjourned until Friday afternoon, bail in the sum of \$1,000 each being granted to the defendants.

#### Ships in the Harbour.

The number of vessels in the harbour to-day reached top-water mark. The total was 168 or one more than yesterday and one more than the total on February 2. The tonnage was 269,091 as against 271,200 yesterday. The number of Japanese vessels was increased by two and the number of French was decreased by one—the Cap Arcen having left for Haiphong.

#### The Seamen Quibbling.

The representatives of the Hongkong Chinese General Labour Association have returned to Hongkong and from their statements it appears that the Seamen's Union leaders decline to enter into any negotiations with the owners until the Hongkong Government has agreed to the re-establishment of the Union in Hongkong. Yesterday several of the delegates interviewed the Hon. Mr. Hallifax and handed him a petition, a translation of which is as follows:— "Petitioners, Tsu Kung-hay and others, delegates of Woon Yin (Barbers) Labour Association, now in charge of the Humanitarian Federation of Chinese Employees:

"Whereas the present strike of the seamen is solely caused by the question of increase of wages, both the capitalists and the labourers are holding out for a long time without any sign of a settlement, and the whole population of the Colony has been affected and inconvenience has been felt. In view of present

difficulty in the situation and having received instructions and opinions from numerous quarters, this Federation has used its influence to mediate and on this account it dispatched its representatives to Canton on the 4th to approach the seamen in the hope of an early settlement. They state that as the Seamen's Union has been closed, it is difficult to summon them together. Being convinced of their difficulties, this Federation begs to present to you the state of affairs and request you to take into consideration the grievances of the workmen and have the Seamen's Union reinstated to its original state in order that they may have a place to summon the seamen together and come to some definite terms. Should this be granted, this Federation agrees to act as mediator, in order to meet your wish to love the people as babies. This is the humble petition of the petitioners."

Considering that practically all the seamen are in Canton and that it is not at all "difficult" to summon them together, a petition of this nature might as well never have been brought. It is a palpable quibble.

So far nothing has been received from the eight boarding-house keepers who left for Canton on Monday afternoon.

#### Other Items.

The loss to Chinese trade as a consequence of the strike has been estimated by the compradors of a foreign bank, which does a great deal of Chinese business, as amounting to between five and six million dollars up to date.

The Toyo Kisen Kaisha advise us that the Toyo Maru will sail promptly at noon on Saturday, the 11th, instant, for Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco. The crew of the Toyo Maru being practically all Japanese, her sailing will not be affected by the Chinese seamen's strike.

#### Exports Prohibited.

An Order has been made by the Governor-in-Council prohibiting the exportation of coal, rice and flour from Hongkong to any destination. Permission to export may, however, be given in suitable cases.

#### More Guilds "Proclaimed."

A Government Gazette Extraordinary issued this afternoon declares the following societies to be unlawful:—The Chap Yin Kung Wui, the Lo Tung Tung Tak Kung Wui, and the Li Fo Yuen Kung Wui.

## News in To-day's New Advertisements.

Tenders are being called for by Headquarters Offices.—Page 4. The next tournament of the Hongkong Boxing Association takes place at the City Hall on February 25th.—Page 4.

Consignees of cargo by the Fushimi Maru are given the customary notice on Page 4. The Warwick Comedy Company announce an extension of their season here.—Page 4.

At the Coronet Theatre to-night is being shown "Battling Jane", whilst at Kowloon Rex Beach's drama "The Silver Horde" is the principal film on the bill.—Page 12.

The merits of a Thornycroft truck are told in a special fullpage advert.—Page 8.

The s.s. Van Overstraten has arrived and consignees are given the usual notice on page 4.

The O.S.K. advise consignees of cargo that cargo for Hongkong is being carried on to Singapore.—Page 4.

Fire fighting apparatus of all descriptions by Merryweather's is advertised by Jardine, Matheson & Co.—Page 2.

#### To-Day's Exchange.

The closing rate of the dollar on demand to-day was \$2.544.

#### The Weather.

2 p.m. Barometer—29.96 Temperature—63. Humidity—71.



## NOTICE.

## W. S. BAILEY &amp; CO., LTD.

ENGINEERS &amp; SHIP-BUILDERS, HOK UN, KOWLOON.

HARBOUR REPAIRS  
Call Flag "L".Sole Agents for  
"KELVIN MOTORS."Motors from 12 H.P. to  
50 H.P. now in stock  
also spare parts.Works ..... Tel. K. 21.  
Manager ..... K. 63.  
Secretary ..... K. 64.  
Harbour Engineers ..... K. 64.  
K. 62.

Telegrams "SEYBOURNE"

## "FREE CHARGE"

FOR  
DEVELOPING FILMS  
Prompt Return.

## A. TACK &amp; CO.

26, DES VOEUX ROAD  
CENTRAL.

## METALS

of all kinds, especially for ship-  
building and engineering works.  
Complete stock. "Best terms."  
Immediate delivery.

## SINGON &amp; CO.,

(Established A. D. 1880.)  
HING LUNG T. Phone 55.

## MEE CHEUNG.

HIGH CLASS PHOTOGRAPH.

OTHERS take your photos, but  
by our 30 years' experience we  
take yours in EXCELLENT  
CONDITION and NATURAL  
COMPLEXION instead of mere-  
ly clear and sharp.  
Studio: Ice House Street.

## MASSAGE HALL.

23, WYNDHAM STREET.

MRS. H. MORITA.

## JAPANESE MASSAGE.

JIC S. UZUNO, 100, Maitland, Tel.  
phone No. 15. English massage and  
Jap. massage. In a London Quarters,  
Central, Mass. by appointment, 100,  
Floor, 10, Queen's Road Central, Hongkong  
(next to Zedden House).

## LESSONS IN CHINESE.

M. L. HON FAN, a Chinese teacher  
and in literature, has been a teacher  
for 10 years. He has a good method of teaching  
Chinese to those who are not familiar  
with the Chinese language, and is a  
native of a first rate teacher. He has a  
good knowledge of Mandarin and  
Cantonese.  
Those who intend learning the Chinese language  
are requested to write to "The Hongkong  
Telegraph" office or direct to No. 30, Queen's  
Road, Central second floor.GREEN ISLAND CEMENT  
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.  
General Managers.  
Hongkong.

MARTIN'S  
**APIOL & STEEL  
PILLS**  
(for Ladies)

A French Remedy for all irregularities.  
Thousands of Ladies always keep a box  
of Martin's Pills in the house, so that  
in the first sign of any irregularity of  
the System a timely dose may be ad-  
ministered. Those who use them recom-  
mend them, hence their enormous sale.  
All Chemists and Stores sell them  
throughout the world, or post free by  
Mail to the Chemist, Southampton, Eng.

MARTIN'S  
**APIOL & STEEL  
PILLS**  
(for Ladies)

## EARLIER TELEGRAMS.

## WASHINGTON CONFERENCE.

Washington, Feb. 6.  
President Harding said that faith plighted that day and kept  
in national honour would mark the beginning of a new and better  
epoch in human progress.There was frequent applause as when the President said that  
whilst the settlement of Far Eastern questions was not of direct  
import to the United States they rejoiced with the world that an  
understanding had been reached. He did not believe that the  
naval holiday would expire with the treaties. In consequence of  
the growth of public opinion against warfare he suggested that  
the Conference might point the way to similar conferences.The sitting and Conference closed with the Benediction pro-  
nounced by the President's Chaplain.Mr. Balfour and the other British delegates subsequently left  
for home and were seen off by Secretary Hughes and other officials.

## CHINA'S CORDIAL THANKS.

London, Feb. 6.  
Instructed from Peking the Chinese Charge d'Affaires called at  
Foreign Office to convey the most cordial thanks for the British  
Government's "great friendliness in agreeing at Washington to  
the return of Weihaiwei, also for the valuable assistance the British  
delegation and rendered to the Chinese delegation in the Shantung  
settlement."

## PENANG CHINESE SENTENCED.

London, Feb. 7.  
The Judicial Committee of the House of Lords has dismissed  
the petition of a Chinaman, Lim Ho-seng of Penang, for special  
leave to appeal from a death sentence on the ground of inadmis-  
sibility of a confession, which he later retracted. Their Lordships  
agreed with the criticism by the Supreme Court of the Straits  
Settlements in connection with the case.

## NEW POPE'S WELCOME.

Rome, Feb. 6.  
The crowd on the Piazza greeted the new Pontiff with frenzied  
cheers. His Holiness subsequently gave a second blessing and then  
withdrew.

## State Coronation Fixed For Sunday.

Rome, Feb. 7.  
The Pope has renewed the appointment of Cardinal Gasparri  
as Papal Secretary. The State coronation is fixed for February 12th.

## BANQUE INDUSTRIELLE.

Paris, Feb. 6.  
The Senate in Finance Committee began the examination of  
the Bill relative to the Banque Industrielle de Chine and unani-  
mously decided, after hearing the reporter, M. Jeanneney, to hear M.  
Poincare before making a decision.

## REPUBLIC FOR SOUTH AFRICA?

Johannesburg, Feb. 6.  
A meeting of three thousand strikers demanded a Republic.

## UNION CHURCH.

## The Annual Report.

The report to the seatholders of  
Union Church for the year 1921  
states:—Financial: The General Account  
shows a balance of \$3,000 over the  
year's expenses. The income from  
Sundays is about \$50 dollars less  
than last year, but it is estimated  
that \$50 arrears outstanding are  
recoverable. Weekly offerings show  
a decrease of \$429 and the Com-  
mittee wishes to urge all friends to  
maintain their gifts so that we  
shall not lose in this direction. The  
cost of supplying new Hymnals to  
the Church has been met by a vol-  
untary contribution from the Side of  
Work.Three Quarter Century Fund: In  
accordance with the arrangement  
made when this fund was estab-  
lished the receipts are being accumu-  
lated against future expenses in con-  
nection with pastorate furloughs or  
changes.Chater (Union Church) Endow-  
ment Fund: The offer by The Hon.  
Sir C. P. Chater in December of an  
endowment of Fifty thousand dollars  
was gratefully accepted by the Com-  
mittee. The capital sum is being  
made over to Hon. Mr. A. G.  
Stephen and Mr. J. Scott Harston  
as Trustees by the donor, and the  
interest will be available for any  
purpose the Committee of Manage-  
ment decides upon.Buildings and Organ: During the  
year the Manse was overhauled and  
redecorated which accounts largely  
for the expenditure on repairs. The  
Buildings Sub-Committee report  
that all the other premises are in  
fair repair though there is much that  
could be done in the way of re-  
decoration, etc. The Organ Sub-  
Committee reports that the ex-  
cessively dry Summer and Autumn was  
somewhat injurious to the Organ  
but thanks to the constant attention  
given to it by Mr. Chapman it is now  
in excellent condition.The report goes on to deal with  
other matters of minor interest and  
will be presented at the annual  
meeting of seatholders this evening.

## COMPANY REPORT.

The Hongkong and  
Shanghai Banking  
Corporation.The one hundred and sixth re-  
port of the Court of Directors of  
the Hongkong and Shanghai Bank-  
ing Corporation to the ordinary  
yearly general meeting of share-  
holders to be held at the City Hall,  
on Saturday 18th February states:The Directors have now to sub-  
mit to you a General Statement of  
the affairs of the Bank, and  
Balance Sheet for the year ending  
31st December, 1921.In terms of the resolution  
passed by the Shareholders at an  
extraordinary meeting held on the  
28th May, the capital of the Bank  
was increased to \$20,000,000 by  
the issue of 40,000 shares of \$125  
at \$70 per share. Of the result-  
ing premium \$2,000,000 has been  
transferred to Sterling Reserve,  
which now stands at \$4,500,000,  
and \$3,000,000 to Silver Reserve.  
The net profits for the year,  
including \$3,291,491.63, balance  
brought forward from last ac-  
count, after paying all charges,  
deducting interest paid and due,  
and making provision for bad and  
doubtful accounts and contingen-  
cies, amount to \$14,112,757.11.The Directors recommend the  
transfer of \$1,369,718.29 from the  
Profit and Loss Account to credit  
of the Silver Reserve which, in-  
cluding the above-mentioned  
amount of \$630,281.71, will then  
stand at \$23,500,000.They also recommend writing  
off Bank Premises Account the  
sum of \$1,000,000.After making these transfers,  
deducting the Interim Dividend of  
\$3 per share, paid on 8th August  
last, viz: \$360,000 at 2 1/2%  
\$2,487,000.75, and remuneration to  
Directors, there remains for ap-  
propriation \$8,905,972.09, out of  
which the Directors recommend the  
payment of a Final Dividend  
on the Old Shares of Three Pounds  
Sterling per Share, and a Bonus  
on the Old Shares of Two Pounds  
Sterling per Share; also a Divi-  
dend and a Bonus on the New  
Shares at corresponding rates,  
viz. \$25 and 15%, amounting  
in all to \$720,000 which, at 2 1/2%  
the rate of the day, will absorb  
\$5,574,193.50.The Balance \$3,331,778.59 to be  
carried to New Profit and Loss  
Account.It has not been necessary to  
make any provision for deprecia-  
tion of the Sterling and other  
Gold securities, which now stand  
at well under the current market  
values.The Sterling equivalents of the  
various accounts are shown at  
2 1/2% the rate ruling on the last  
day of the year.Directors: Mr. G. M. Dodwell  
has been elected Chairman for the  
year 1922, and the Honourable  
Mr. A. O. Lang Deputy Chairman.  
The Honourable Mr. John John-  
stone and Mr. A. H. Compton hav-  
ing resigned their seats on leaving  
the Colony, Mr. D. G. M. Bernard  
and Mr. H. P. White were invited  
to fill the vacancies. These ap-  
pointments require confirmation at  
this "Meeting. The Honourable  
Mr. A. O. Lang, Mr. G. T. M.  
Edkins and Mr. A. S. Gubbay  
retire in rotation, but being  
eligible for re-election, offer them-  
selves accordingly.Auditors: The Accounts have  
been audited by Mr. F. Maitland  
and Mr. E. A. M. Williams, who  
offer themselves for re-election.  
G. T. M. EDKINS,  
Chairman.A "LITTLE LATIN."  
That Latin should be a normal  
subject in all schools providing  
secondary education was sug-  
gested at the general meeting of  
the Classical Association held at  
the City of London School on  
January 5, 6 and 7.

## WORLD THEATRE

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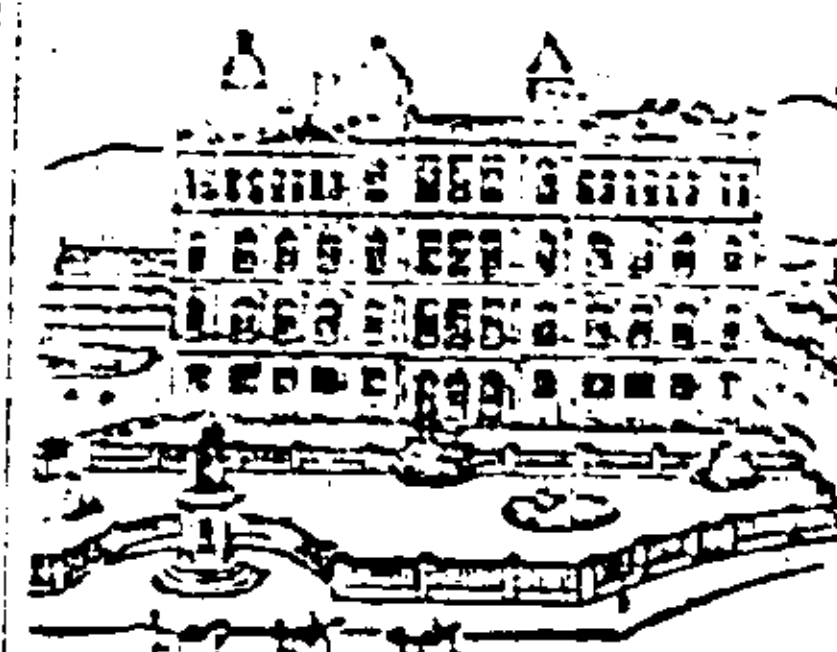
## "GABY"

FEATURING

GABY DELYS AND HARRY PILCER

THE WORLD'S FAMOUS DANCERS.

## DEATH OF SAINT-SAENS.

A Prolific and Versatile  
Composer.In the eighty-eighth year of his  
age and the eighty-fourth of his  
public career Saint-Saens is dead.  
He was born in October, 1835, and  
his first public appearance (as the  
pianist in a Beethoven violin and  
piano sonata) was chronicled in  
the "Moniteur Universel" of  
August, 1840, states a writer in  
the "Observer". At ten he gave a  
concert in the Salle Pleyel, the  
programme of which included  
concertos of Mozart and Bee-  
thoven, a sonata by Hummel, and  
some Bach, Handel, and Kalk-  
brenner—all played from memory.  
Then he entered the Conserva-  
toire, studying the organ as his  
chief subject under Benoist, and  
later, composition under Halévy.  
One of his first successes as a  
composer, was at a concert of the  
Societe Sainte Cecile where, at  
the age of seventeen, he produced  
his first symphony. The con-  
ductor, Seghers, fearing that the  
composer's youth would prejudice  
the committee had pretended  
that the score was one which had  
been sent him anonymously from  
Germany. So was fulfilled, be-  
fore its time, a prophecy of his  
mother, who had been reproach-  
ed after the concert, he gave at  
ten years old for allowing him so  
early to play Beethoven: "Quelle  
musique jouera-t-il donc," lui  
disait on, "quand il aura vingt  
ans?" "Il jouera la sienne," re-  
pondait elle."And for seventy years more  
Saint-Saens went on playing "la  
sienne," and making others play  
it. His productivity has been  
considerable. His nearly twenty  
years' service as organist of the  
Madeleine (1853-1877) was, after  
all, a passing incident in his long  
life, and the big public thinks of  
him as the composer of such  
works as the G minor Piano Con-  
certo, and, above all, the opera,  
"Samson and Delilah."The concerto was written in three  
weeks for Rubinstein—not for  
Rubinstein to play; Rubinstein  
wished to appear as a conductor;  
and Saint-Saens himself took the  
solo part. This facility of com-  
position was perhaps a gift of  
nature of doubtful value, for the  
composer's output has been too  
copious (it runs to Opus 159, and  
there are many unnumbered  
compositions). Saint-Saens has  
been like a fluent speaker who  
can converse on any subject,  
and always interestingly, but  
whose thought seems to spread  
in a shallow flood over a wide  
country rather than to carve for  
itself a deep channel. His music  
is always melodious and tech-  
nically accomplished, and in ap-  
praising it one must remember  
that its author was born in a  
period that as yet hardly knewGounod, and had heard not one  
of Wagner's serious works  
("Rienzi" was produced when  
Saint-Saens was seven years old).  
Saint-Saens's compositions in-  
clude eight operas, several  
oratorios, four symphonic poems,  
five piano concertos, and a great

"Once a user of our Paints,  
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## APPARATUS

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## DESCRIPTIONS.

deal of chamber music and piano  
music. He has also been a fairly  
voluminous literary worker, and  
his recollections as given in his  
"Souvenirs" are extremely in-  
teresting. He has frequently  
engaged in newspaper contro-  
versy, notably during the war,  
when his objections to the per-  
formance in France of German  
music were violently expressed.  
He has often visited England, ap-  
pearing in London and at various  
provincial festivals. The hono-  
rary degree of D. Mus. was con-  
ferred on him by Cambridge in  
1892 and Oxford in 1910.

## DOINGS OF THE DUFFS


It Was Getting a Trifle Warm.

BY ALLMAN





## NOTICE.



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## 'SCRAPPING RING' FEARED BY U.S. NAVY.

**Breaking Up of War Craft.**  
A novel form of combination, more or less in restraint of trade, threatens the Government, writes Mr. H. P. Stokes, Washington correspondent of the New York Evening Post, under date January 3, in carrying into effect the agreements at the Conference on the Limitation of Armament—a "scrapping ring." Under the Hughes programme, 820,000 tons of capital ships, built and building, are to be scrapped. There are very few firms that can tackle a job like that. High ranking officers of the navy, it was learned to-day, fear the formation of a ring among these firms to buy these ships at a figure so low that the Government will get very much the worst of the bargain.

At best the United States will receive a comparatively small amount for the battleships and cruisers which will be torn to pieces. The Navy Department officials say will consider itself fortunate if it receives more than \$1,000,000 for the completed ships. Payments made for ships in the course of construction, they add, will be equalled by the cost of cutting them up.

The work of dismantling the ships on the ways probably will be given to the concerns which were constructing them. The minimum estimate of the payments the Government will be compelled to make for cancelling contracts is \$500,000. This estimate is made by a high ranking naval official who will have much to say about the dismantling of the ships. Other estimates run as high as \$100,000,000.

Naval officials who completed an investigation of the scrap steel markets at home and abroad last Saturday found that scrap steel on our Atlantic coast was selling for \$7 and \$8 a ton, compared with 2 to 4 pounds sterling a ton in England, or, at the present rate of exchange, \$5 to \$15. Some 210,000 tons of condemned warships were sold by this Government recently at an average rate of \$10 a ton, but naval officials say they cannot hope to get this high figure for the warships which come under the ban of the arms conference.

Scrap steel comprises the major portion of the material for which the Government will be paid when the battleships and cruisers are dismantled. There are other materials, however, such as copper, electrical equipment, cables, and brass, which will bring considerably more than scrap steel will. Nevertheless, the total amount realized by the Government will be only a fraction of the cost of cancelling contracts, even if some of the incomplete cruisers are sold with the understanding that they will be converted into transatlantic liners for which they can be easily adapted.

The original Hughes proposal called for the scrapping of American ships built and building totaling \$45,740. Changes by the conference resulting in the substitution of two warships, have reduced the total to \$2,000,000. The actual tonnage to be scrapped, however, will be only a part of the total for the battleships in the course of construction, which are to be dismantled range from 4 per cent, completed on the ways for the battleship Massachusetts to 29.5 per cent, completed for the battleship South Dakota. The battleships building and to be reduced to junk range from 1.3 to 23.6 per cent, completed on the ways.

The conference still is to decide when the scrapping of the ships shall begin. This question probably will be decided within the next two or three days. The proposal as originally made by Secretary Hughes was that it should be agreed by the United States, Great Britain, and Japan that their navies, with respect to capital ships, within three months after the making of the agreement shall consist of certain ships designated in the proposal and number for the United States eighteen, for Great Britain twenty-two, for Japan ten. American naval officials believe that work on the doomed ships under construction will end either with the signing and sealing of the treaty by the conference, or with the ratification of the treaty by the United States Senate, and that all the ships to be scrapped will be withdrawn from service within three months after the treaty is signed.

**MARBLE BORDER ON PAVEMENT.**  
Glasgow Corporation has refused to allow a firm to put a marble border on the pavement in front of their premises.

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## "THE VICTORY."

## A Plea for Nelson's Flagship.

Few people, perhaps, realise what an ancient relic of our fighting fleet the old Victory is. To everyone she is known, of course, as Nelson's flagship at Trafalgar. But that was, almost her last sea-going commission, the very last being about eight years later, when my great-grandfather, Admiral Sir Joseph Yorke, had his flag in her in the North Sea, commanding the fleet which was operating off the Dutch coast. After he hoisted down his flag she was moored in Portsmouth Harbour, and there she has remained ever since, for a long while just as a show-ship, a reminder of Nelson and all for which he stood, but, for the last twenty years or so, the Flagship of the Port Admiral, writes the Hon. Gerard Fiennes.

The order for her construction was given in 1758, the year of Nelson's birth, and twenty years later she was flagship of Admiral Keppel in the years of disaster which attended the War of American Independence. His flag was hoisted down when he was court-martialled after his indecisive fight off Ushant in 1778, and triumphantly rehoused on his acquittal. But the Victory's glorious days were not yet ended, for she was flagship of Admiral Sir Charles Hardy when the Channel Fleet was chased into harbour and a "64" sunk by the enemy almost within sight of Plymouth Hoe.

The Victory again carried an Admiral's flag without much distinction when Lord Hood commanded the British squadron off Bastia in 1794, but thereafter she justified her name, carrying Sir John Jervis's flag at St. Vincent and Nelson's at Trafalgar.

After an existence afloat of 160 years, it is probable that little, if any, part of the old Victory remains; but a ship no more loses her individuality with the renewal of her timbers than does a man, every particle of whose body is said to be renewed every seven years. She is Hood's, Jervis's, and Nelson's Victory still, and if we are prepared to let her disappear or to be reduced to a position of ignominy, for the sake of the money required to keep her in trim, badly strained as our resources are, then the nation has lost its soul.

She cost £67,000 to build; it is not impossible that the cost of repairing her so that she may continue her duties as flagship would be as great. What of that? Who will say, with the architect-traitor, "To what purpose is this waste?" Nelson's words as he lay dying in his cockpit amid the thunder of her guns and the cheers of her sailors, "Oh, Victory, Victory! How you rack my poor brains! Thank God, I have done my duty," still echo through our ears and are heard by every child who is taken on board her to see the spot where the "embodiment of British sea-power," as Mahan called her, "yielded up his spirit."

The morrow of another great deliverance is, surely, the last moment which should be chosen to part with so precious a memorial of the past.

I am, aware, of course, of the proposal that the old ship should be permanently installed in No. 2 dock at Portsmouth. It is like putting a stuffed swan in a glass case. Ships and swans show their beauty and their glory only in their own element. A ship in dock is a confessed cripple. No; better let her perish altogether than adopt such a cheese-sparing expedient.

It is only a few years since she was docked and the damage done in collision with the "Hera" repaired. Unless the work was then scrapped, she cannot be altogether rotten. With timbers renewed and re-sheathed with copper, she ought to be good for many years to come, or an expedient that has been suggested might be tried—that a kind of coffer-dam should be built round her under-water part, and thus she might be buoyed up by a fabric not her own. At any rate, let her remain where she is as long as it is possible to keep her there.

Mr. W. L. Wyllie's suggestion that she should be restored to the likeness of what she was when Nelson fell on board her, is interesting, though not altogether new. As she is painted at present, she represents the navy of about 1840. In the year of Trafalgar there was no absolute uniformity in the appearance of ships, but generally a vessel was painted with a white black streak running all round her and reaching to the lower gun-deck. Above this, the hull was painted a brownish yellow, while the after part (above the gun decks) and the poop were often a bright red or blue, with lavishly-gilded scrolls.

Captain Duff, of the Mars, killed in action two days later, wrote to his wife on October 19, 1805, to say that he had just painted his ship "a la Nelson." This meant that the hull was painted black, with a yellow streak along each tier of ports, the port lids being coloured black. The masts of British war ships were painted white, to distinguish them in action from the French, who painted their masts black. The interiors, at the time of Trafalgar, were still coloured blood-red, to prevent the evidence of casualties at the guns from being seen and disheartening the surviving sailors.

Such, I take it, is the colouring which Mr. Wyllie suggests, and his idea is worthy of support. But, first and foremost, let us see to it that the old ship is preserved at her moorings, lest our children forget.

## CONSTIPATION IS DANGEROUS

because it poisons the system, causing sick headache, biliousness, torpid liver, bad complexion, disordered digestion.

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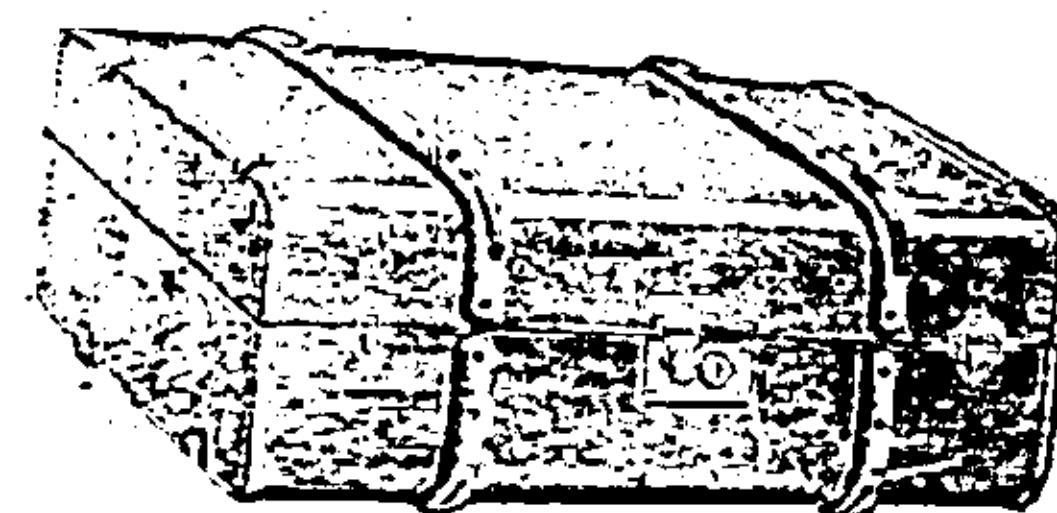
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INSPECTION OF OUR STOCK IS INVITED.

## REPARATIONS.

## Analysis by Professor Keynes.

Prof. Maynard Keynes, author of "The Economic Consequences of the Peace," and some other works which have stirred political life during the past two or three years, contributes to the *Sunday Times* a searching analysis of the financial position of Germany with regard to reparations, and the proposal to allow Germany a two-year moratorium period, after which the existing demands of the Allies would revive. With regard to the latter he agrees with Sir John Bradbury that it is a bad plan. France, he says, would receive nothing whatever during the period in which she needs help most; while uncertainty about what would happen at the end of the two years would render it difficult for Germany to put her finances in order meanwhile.

The time has arrived when we must drop make-believe, he urges. Germany's finances will not recover and the Allies will not be paid until their demands have been fixed at a sum within her capacities, which it is worth her while to work and scheme to pay. The two-year moratorium sounds like the proposal of someone who is more anxious to save his face than to get out of Germany the sums, moderate, but well worth having, which she can in fact pay. We must not postpone a final settlement for two years more, however great the temptation to all concerned to put it off until someone else is in office.

Mr. Keynes thinks that a brief moratorium would be of advantage not so much to give Germany time to pay, but to give ourselves time to think. The Government's policy is "nonsensical froth." What ought they to do? "They ought to tell Germany that on Jan. 15 she must pay half the present demand—that is, 250,000,000 gold marks, and the balance, namely, a further 250,000,000 gold marks, on March 15; and that the payments due for Feb. 15 and April 15 will be held in suspense pending yet one more conference. If this could be

arranged as a pendant to the Washington Conference and with American representation, so much the better. But if America does not care to participate, we must do our best without her. GERMANY'S CAPACITY TO PAY. "About Germany's immediate capacity to pay, I hold now the same views that I published last August. I believe that if we choose to clear her out completely she can pay the January instalment from her reserves of foreign currency accumulated for purposes of future trade; and perhaps the February instalment too; but that, failing a foreign loan, she cannot pay these sums without a crisis, and that if she pays them she cannot pay also the instalment of April."

We are holding in suspense at the moment a sum of 450,000,000 gold marks out of what Germany paid in August last under the financial agreement which France has so far refused to ratify. Our Chancellor of the Exchequer needs the money, and it is considered that France is not behaving too well in withholding it. Mr. Keynes, however, considers that we should act wisely in conceding something not to French rights, but to French difficulties.

"I suggest, therefore," he continues, "that half of the sum due from Germany on January 15, of which I advise the postponement, should be made good to France and Belgium by our returning, for division between them, an equivalent amount out of the sums held in suspense as explained above; and, further, that we should undertake that, in the event of the instalments of February 15 and April 15 being remitted such remission should be at the expense of British claims against Germany, and not at the expense of her Allies. And, further, if thereby we could secure from France an unaggravated compliance with our proposal, we ought to be prepared to satisfy the Wiesbaden agreement even without the qualifications which Sir John Bradbury has very properly recommended as necessary to preserve the rights of the Allies other than France."

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## GENERAL NEWS.

**SIR JOHN MARTIN HARVEY.**  
It was announced that Sir John Martin Harvey, after being operated on for appendicitis, is making steady progress.

**FINES AMOUNTING TO £2,500 FOR SMUGGLING.**  
Fines amounting to £2,500 have been imposed during the past three months at Dover on persons trying to smuggle goods, says the *Daily Chronicle*.

**"BOSS" CROKER.**  
Mr. Richard Croker, the former head of Tammany, who has been seriously ill at Glencairn Castle, Dublin, is much better.

**SCOTS DRAW THEIR SAVINGS.**  
Trade depression in Glasgow is reflected in the fact that although deposits in the local savings bank during the year totalled over £7,000,000, the withdrawals exceeded that amount by £400,000. Depositors still hold £15,350,000 in special investments.



## NEW ADVERTISEMENTS.

## WANTED.

WANTED.—Office, about 400 square feet floor space, for British firm.—Reply immediately to box No. 662 c/o "Hongkong Telegraph" office.

WANTED.—Lady travelling to England on March 1st, offers passage in return for help with infant.—Apply Box 661 c/o "Hongkong Telegraph."

WANTED.—To BUY.—One Piano (second hand) must be in good order and condition.—Apply Box No. 647 c/o "Hongkong Telegraph."

## FOR SALE.

FOR SALE.—Pianoforte Overstrung Upright iron Grand. In good order. Price \$200.—Apply to Box 639 c/o "Hongkong Telegraph."

## FOR HAIPHONG AND HOIHOW.

Notice to the Hon. Mr. Charles E. Page, Manager of the Haiphong and Hoihow. The cargo of the ship "Shinon Maru" is being notified that owing to the strike of cargo and wharf coolies cargo for Hongkong will be carried on to Singapore and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc., accordingly.

## NOTICE TO CONSIGNEES.

## OSAKA SHOEN KAISHA.

Consignees of cargo for Hongkong per "Shinon Maru" are hereby notified that owing to the strike of cargo and wharf coolies cargo for Hongkong will be carried on to Singapore and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc., accordingly.

## OSAKA SHOEN KAISHA.

Y. YASUDA, Manager.

Hongkong, 7th. Feb. 1922.

## NOTICE TO CONSIGNEES.

## NIPPON YUSEN KAISHA.

From PUGET SOUND via JAPAN, SHANGHAI & MANILA.

## S.S. "FUSHIMI MARU."

Consignees are hereby notified that their cargo is being discharged into the Hongkong and Kowloon Wharf and Godown Co.'s (Ltd.) Godowns at their risk.

Storage will be assessed on cargo remaining undelivered on and after February 14th.

All broken, chafed and damaged packages will also be landed into the Kowloon Godowns, and date of examination will be advised later.

No claim will be recognised after the goods have left the Godowns, and none will be entertained if presented later than 10 days from February 7th, 1922.

## NIPPON YUSEN KAISHA.

Agents.

Hongkong, 7th. Feb. 1922.

## NOTICE TO CONSIGNEES.

## KONINKRIJKE PAKETVAART MAATSCHAPPIJ.

From BELAWAN DELI, PENANG & SINGAPORE. The Steamship "VAN OVERSTRATEN" having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 13th, Feb. 1922, will be subject to rent. Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LINE.

Agents.

Hongkong, 8th Feb. 1922.

## HONGKONG BOXING ASSOCIATION.

Next Tournament SATURDAY February 25th. at The Theatre Royal—9.15 p.m.

Novices Tournament FRIDAY March 31st. and SATURDAY April 1st. at the Theatre Royal. Further particulars will be published later.

## WAR DEPARTMENT CONTRACTIONS.

Sealed tenders will be received at the Headquarters Office, Victoria Barracks, Hongkong, until 12 o'clock noon, on the dates stated, for the undermentioned services for a period of twelve months from 1st. April, 1922:—

Forage and Indian Supplies—15th. February.  
Fuel and Hospital Supplies—15th. February.  
Meat and Supplies "A"—17th. February.  
General Supplies "B"—23rd. February.  
Barrack Services—24th. Feb.  
Transport Services—28th. Feb.  
Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily. Tenders will not be entertained unless accompanied by a deposit of \$100 as a guarantee of good faith.

The right to reject the lowest or any tender is reserved.

## HONGKONG HOTEL COMPANY LIMITED.

Proposed New Issue of Shares to Members on the Register on 17th. February, 1922.

THE TRANSFER BOOKS of the Company will be closed from the 18th. to 25th. February, 1922 both days inclusive.

Dated the 7th. February, 1922.

BY ORDER OF THE BOARD,

H. N. BEAUREPAIRE, Secretary.

## NOTICE.

Mr. C. Honkey having resigned ceases to sign on behalf of this Company from date.

## THE UNION TRADING CO., LTD.

Hongkong, 1st. Feb. 1922.

## THE DAIRY FARM, ICE AND COLD STORAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the transfer Books of the Company will be closed from Wednesday, the 22nd. of Feb. to Tuesday, the 28th. February, 1922, both days inclusive, during which period no transfers of shares can be registered.

By Order of the Board of Directors,

M. MANUK, Secretary.

## CREDIT NATIONAL 1922.

ISSUE OF NEW BEARER BONDS REDEEMABLE IN 10 YEARS.

Frs. 500.00

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Reimbursable at holder's option as follows:—

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" 1st. " 1932 " " 525.00

No prizes

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payable cash on application

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Subscriptions received at

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on or before February 28th., 1922.

## CITY HALL

## SIXTH PIANO RECITAL

(Russian Composers)

to be given by

HARRY ORE

on Monday, Feb. 13th. at 5.30

Booking at Anderson's.

## NOTICE.

WE HEREBY NOTIFY that Mr. Ernest W. Blackmore, M.Sc., Civil Engineer, has taken over the management of the Hongkong branch of our firm, will sign pro. from date, and will be seconded by Mr. Ugo Gonella.

ESTABLISSEMENTS BROSSARD MOPIN.

Architects and Civil Engineers, Hongkong.

## BILLIARD CHAMPIONSHIP OF THE COLONY

held under the auspices of THE VICTORIA RECREATION CLUB.

Entries for the above Championship Close to the Hon. Secretary, on Friday, Feb. 17th. Entrance Fee \$2.00 to accompany entry.

All competitors are invited to attend at the Club on the evening of the 17th. to arrange conditions and draw for the various rounds.

R. C. WITCHELL, Hon. Secretary.

## UNION WATERBOAT CO., LTD.

## NOTICE TO SHAREHOLDERS.

The Seventeenth Annual General Meeting of Shareholders will be held in the offices of Messrs. Dodwell & Company Limited on Thursday the 16th February 1922 at 11.30 a.m. for the purpose of receiving the report of the General Managers together with a statement of accounts to 31st December 1921.

The Transfer Books of the Company will be closed from the 6th to 16th February 1922 both dates inclusive.

DOWELL & CO. LTD.

General Managers.

## GREEN ISLAND CEMENT CO., LTD.

## THE THIRTY THIRD ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS OF THE COMPANY

will be held at the Offices of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on Thursday, the 16th. day of February, 1922, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Account and Report of the Directors for the year ending 31st. December, 1921, and declaring a dividend.

THE TRANSFER BOOKS of the Company will be CLOSED from Monday, the 6th. February, 1922, until Thursday, the 16th. February, 1922, both days inclusive.

By order of the Board of Directors,

SHEWAN, TOMES & Co.

General Managers.

## THE HONGKONG ELECTRIC COMPANY LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Transfer Books of the above Company will be closed from 28th. January, to 7th Feb. 1922, both days inclusive.

Dated this 16th. day of January, 1922.

By Order of the Board,

GIBB, LIVINGSTON & Co., LIMITED.

Agents.

## THE COWIE HARBOUR COAL COMPANY LIMITED.

## SILIMPOPON COAL

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

Agents.

The COWIE HARBOUR COAL CO. LTD.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on Saturday the 18th. day of February 1922 at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st. December 1921.

The Register of shares of the Corporation will be closed from Monday 6th. February to Saturday 18th. February 1922 (both days inclusive) during which period no transfer of shares can be registered.

AND NOTICE is hereby given that an Extraordinary Meeting of the Shareholders of the Hongkong & Shanghai Banking Corporation will be held on the day and at the place aforesaid immediately upon the termination of the Ordinary Yearly Meeting for the purpose of considering and if thought fit of passing the following resolution, viz:—

That the Directors of the Hongkong & Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased to \$20,000,000 (being the amount of the present paid up capital of the Corporation) and to modify the existing requirements as regards the deposit of security in respect of its note issues in such manner as

(a) to relieve the Corporation from the necessity of keeping with the Crown Agents or with Trustees appointed by the Secretary of State coin or bullion as security against any part of the ordinary note issue and to give the Corporation the option of securing such portion of the same as is required to be secured by the deposit (at the option of the Corporation) either of coin or of securities approved by the Secretary of State

(b) to relieve the Corporation of the obligation to keep at each of its establishments an amount of coin or bullion equal in value to 1/10th. at least of the notes issued from such establishment and actually in circulation and to leave such matter to the discretion of the Corporation; and

(c) to allow the Corporation to keep portions of the coin or bullion required to be deposited with the Colonial Secretary and the Colonial Treasurer as security against its excess note issue (viz: the issue beyond \$20,000,000) in places outside the Colony where its notes are issued to such amounts and subject to such conditions as may be approved from time to time by the Governor.

By Order of the Court of Directors,

A. G. STEPHEN, Chief Manager.

Hongkong, 1st. February, 1922.

## THE KOWLOON LAND AND BUILDING CO., LTD.

## NOTICE IS HEREBY GIVEN

that the THIRTY THIRD ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's offices, Victoria Buildings on Friday 10th February 1922 at 12 o'clock noon for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1921.

The REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY 1st February to Friday 10th February both days inclusive during which period no transfer of shares can be registered.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE, Secretary to

The Hongkong Land Investment & Agency Co., Ltd.

General Agents for

The Kowloon Land & Building Co., Ltd.

Hongkong, 23rd. January, 1922.

## HONGKONG HOTEL.

## GRILL ROOM.

The usual DINNER DANCING will NOT be held on FRIDAY, 10th. February 1922.

## NOTICE.

Safe, Sure, and Guaranteed Cure for Leprosy, Leucoderma, Patches, Eruptions, Pimples, &c. in four weeks. Patients willing to be treated by Post are requested to write. Rs 7/8 per week. Full Particulars free under cover. "SRI" Works, Beadon Sq., Calcutta (T) India.

## RACE WEEK.

## A FANCY DRESS BALL

in aid of THE SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

Monday, February, 20th 1922.

at 9.15 at the

CITY HALL.

Tickets \$3. Booking at Moutrie's. \$1. fine for non-Fancy Dress will be collected at the door.

2 Lucky Number Prizes for those in Fancy Dress.

## THE WARWICK COMPANY.

## "The Double Event."

A three-act comedy, "The Double Event," was the piece presented by the Warwick Company at the Theatre Royal last night. The play is well known to Hongkong theatre-goers, as it has been staged in the Colony before. The piece is one laugh all the way through and all the members of the cast interpreted their parts well and made the most of the humorous dialogue and the funny situations.

Mr. N. Thorpe-Mayne, as "John Dennison," played his part to perfection and Mr. Dudley Howarth, in the role of "Charlie Swizell," carried out his part with his accustomed naturalness and ease of manner. The character of "Uncle James" was portrayed by Mr. Charles Bradley, who succeeded in getting every ounce out of the part and kept the "house" laughing all the time he was on the stage.

Mr. Tom Fenwick, who is always good in the role of a clerk, was as funny as ever as "the Rev. Hubert Swizell," and the racy character of "Freddie Burk" was admirably portrayed by Mr. Edgar Warwick. Miss Lena Flowerdew, as the prima "Laura Bennington," acted the part to the very life and Miss Joan Mayne filled the role of "Mary Swizell" with her accustomed charm. The character of "Arthur Weir" was taken by Mr. Frank Wheatley. Miss Marjory Clarke took the part of "Billy, the office boy" and the role of "Celestine, the French maid" was filled by Miss Dorothy Radford.

## OSCAR WILDE.

The Warwick Comedy Company have been presenting such a wide range of authors and plays during their two seasons here that there is nothing whatever surprising in the fact that we are to have a production of "A Woman of No Importance."

This play represents the high watermark in English dramatic farce, and, if the bookings for tonight's performance form any indication of the tastes of Hongkong audiences, it is a popular selection. The very high standard of acting which the Warwick Company have been treating us to is sufficient guarantee that the play will receive adequate treatment at their hands, and the large house that will assemble to-night at the Theatre Royal will undoubtedly be in for a good time.

## YOU ARE JUST AS OLD

as you feel. A pair of correctly fitted glasses is a powerful factor in making you feel young. Efficiency demands that you wear glasses if your eyes are not perfect. Fully fifty per cent. of the people who do not wear glasses should do so. A great many are unaware of the real condition of their eyes until the examination is made. The Hongkong Optical Co., successors to Clark & Co., refracting and manufacturing opticians, located in 53, Queen's Road Central, have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their exclusive business.

## THEATRE ROYAL EDGAR WARWICK

## EXTENSION OF SEASON



TO-NIGHT, WEDNESDAY

Oscar Wilde's Satirical Masterpiece

## A WOMAN OF NO IMPORTANCE

SATURDAY, 11th  
The tremendously popular  
BROWN SUGAR

MONDAY, 13th  
In response to many requests  
PYOMALION

## HONGKONG HOTEL COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE ABOVE COMPANY will be held at the HONGKONG HOTEL Pedder Street Victoria in the Colony of Hongkong on WEDNESDAY THE FIRST DAY OF FEBRUARY, 1922, AT NOON for the purpose of considering and, if thought fit, passing the following Resolutions as Extraordinary Resolutions namely:—

- (1) That the Authorised Capital of the Company (which is now \$2,500,000 consisting of 250,000 shares of the nominal value of \$10 each—whereof 219,300 shares have been issued) be increased from \$2,500,000 consisting as aforesaid to \$5,000,000 (consisting of 500,000 shares of the nominal value of \$10 each) by the creation of 250,000 additional shares of the nominal value of \$10 each ranking (subject as hereinafter mentioned) as from date of allotment for dividend and in all other respects *pari-passu* with the shares constituting the Company's present issued Capital.
- (2) That 109,650 shares be offered (in the proportion of one new share for every complete number of two old shares held by them respectively) to the persons who on the date of the confirmation of this Resolution as a Special Resolution are registered in the Company's Shares Register as the holders of the said 219,300 shares at a premium of \$5 per share and so that on allotment the nominal amount due in respect of such 109,650 shares plus the said premium of \$5 per share shall be payable as follows:—

Date of Payment	Amount payable in respect of the nominal value of each share.	Amount payable in respect of the premium on each share.	Total
15th March 1922	\$3	\$2	\$5
15th August 1922	\$3	\$2	\$5
15th March 1923	\$4	\$1	\$5
	\$10	\$5	\$15

and further that until such time as the said 109,650 shares shall be fully paid up they shall, *vis a vis* the said 219,300 shares, only rank for dividend in proportion to the ratio borne by the amount paid up thereon to the full nominal value (\$10) thereof, and that any of the said 109,650 shares which shall not be taken up by the Company's Shareholders in manner aforesaid be disposed of in such manner as the Company's Board of Directors shall think fit.

(3) That the balance of the shares constituting the Company's unissued Capital be issued at such time or times, in such manner and upon such terms and conditions in every respect as the Company's Board of Directors may decide.

(4) That no Shareholder shall be entitled to any offer of a fraction of an additional share in respect of any odd share held by him.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to be held at the HONGKONG HOTEL Pedder Street aforesaid on FRIDAY, THE 17th. DAY OF FEBRUARY, 1922, AT 11 A.M. for the purpose of considering and, if thought fit, confirming such Resolutions as Special Resolutions accordingly.

Dated this Twentieth Day of January, 1922.

BY ORDER OF THE BOARD,

H. N. BEAUREPAIRE, Secretary.

## TO-DAY'S MISCELLANY.

Every lover of the dramatic in things human will rejoice if the old Irish Parliament House in College Green should become the debating chamber of the new Irish Free State. The last meeting of the old Parliament was held in June 1800. After the Union the interior was stripped of the bank which too the building over, and the dome demolished. Castlereagh, the man most responsible for the sad change, on seeing the devastation, light-heartedly observed that the House looked like a traitor that had met his doom. "Ay," said Curran bitterly, "when the jest was repeated to him, 'no man is likelier to make that remark; a murderer is

always afraid of ghosts." It may be now that Castlereagh's victim is a happy ghost.





## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

## LONDON SERVICE

(Direct)  
 CALCHAS 14th Feb. London, Rotterdam & Hamburg  
 ADAPENOR 23rd Feb. London, Rotterdam & Hamburg  
 PYRRHUS 7th Mar. London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
 ELPENOR 14th Feb. Genoa, Marseilles & Liverpool  
 DEMODOCUS 20th Feb. Liverpool  
 EUMAEUS 4th Mar. Marseilles, Havre & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)  
 IXION 21st Feb. Victoria, Seattle & Vancouver  
 TALHYBIUS 14th Mar. via Suez

## NEW YORK SERVICE

(via Suez or Panama)  
 KEEMUN 10th February via Suez

## PASSENGER SERVICE

MENTOR 5th Mar. for Shanghai  
 PYRRHUS 7th Mar. for Singapore & London  
 MENTOR 21st Mar. for Singapore & London

For Freight and Passage Rates and all Information Apply to—

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## VACATION TRIP.

HONGKONG—SHAMSHUI—WUCHOW.

In the splendid and luxuriously appointed 500 tons Motor Ship "KONG NING" between Hongkong, Shamsui, Shin Hing through the LOVELLEST SCENERY ON THE WEST RIVER TO WUCHOW.

SPLENDID 1st and 2nd class passenger accommodations; large and airy berth cabins on upper deck; no port holes but large airy windows; fitted throughout with electric light and fans, etc.

Steamers M. S. "KONG NING" Leave Hongkong.  
 "Kong Ning" ... ..

Round trips occupying 5 days; including meals and 24 hours stay on board at Wuchow \$45.00.  
 For further particulars apply to—

BANKER &amp; CO.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## NIPPON YUSEN KAISHA.

From JAPAN PORTS.  
 CONSIGNEES OF CARGO FOR HONGKONG PER S.S. "WAKASA MARU"

are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be carried on to Singapore and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA, Agents.  
 Hongkong, 3rd. February, 1922.

## FORMER BRITISH CONSUL'S REMAINS INTERRED IN JAPAN.

In accordance with an expressed desire that his remains be placed beside those of his wife, who died in Yokohama eight years ago, the ashes of the late Mr. John Carey Hall, C.M.G., I.S.O., former British Consul General in Yokohama, arrived there on January 21 aboard the steamer Kitano Maru from London and were to be buried in the

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

S.S. "LAKE GILPEN."  
 From CALCUTTA via RANGOON, PENANG & SINGAPORE.

The above mentioned vessel having arrived from the foregoing ports, consignees are hereby notified that delivery of the remaining cargo must be taken immediately from on board and men furnished to discharge same.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned. All broken, chafed and damaged goods will be examined on board.

All claims must be presented within a week of the publication of this Notice, after which they cannot be recognised. No claim will be admitted after the goods have left the steamer, and all charges for delay to steamer, storage, etc., will be collected on and after February 5th, 1922.

No Fire Insurance whatever will be affected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

U.S.S.B. EMERGENCY FLEET CORPORATION, PACIFIC MAIL STEAMSHIP COMPANY.

Managing Agent UNION BUILDINGS, Hongkong, 31st. January, 1922.

## NOTICE TO CONSIGNEES.

## TOYO KISEN KAISHA.

From SAN FRANCISCO via HONOLULU, JAPAN PORTS AND SHANGHAI.

S.S. "TENYO MARU."

Consignees of cargo for Hongkong arrived by the above named steamer on February 1, 1922 are hereby notified, that their cargo will be discharged into the Hongkong & Kowloon Wharf & Godown Co.'s No. 8 Godown at their risk.

Storage will be assessed on cargo remaining undelivered after February 12th.

All broken, chafed and damaged packages will be landed into the Kowloon Godown, and date of examination will be advised later.

No claims will be recognised after goods have left the Godown, and none will be entertained if presented later than three weeks from February 7th.

No fire insurance whatever will be effected.

Y. TSUTSUMI, Manager.  
 Hongkong, 6th. Feb. 1922.

## NOTICE TO CONSIGNEES.

EAST ASIATIC CO. LTD. COPENHAGEN.

Consignees of cargo for Hongkong per s.s. "KINA" are hereby notified that owing to the strike of cargo and wharf coolies cargo for Hongkong will be carried on to Shanghai and landed at that port.

Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become settled.

MANNERS &amp; BACKHOUSE, LTD.

Agents,  
 Hongkong, 4th. February, 1922.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

LLOYD TRIESTINO  
 From TRIESTE Due 17th. Feb.  
 S.S. "TRACIA"

Consignees of cargo for Hongkong per above steamer are hereby notified that owing to the strike of cargo and wharf coolies, cargo for Hongkong will probably be carried on to Shanghai and landed at that port.

Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc.

Any cargo so overcarried will be returned to Hongkong immediately conditions become normal.

DODWELL &amp; CO. LTD., Agents.

Hongkong, 7th. February, 1922.

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO. LTD.

## AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees of cargo for Hongkong per s.s. "PYRRHUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Shanghai and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 6th. Feb. 1922.

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO. LTD.

## AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees of cargo for Hongkong per s.s. "GLAUCUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Shanghai and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 6th. Feb. 1922.

## NOTICE TO CONSIGNEES.

## M.V. "GLENAMOY"

## FROM UNITED KINGDOM AND CONTINENT.

Owing to the Strike of Cargo and Wharf Coolies, Consignees are hereby notified that Hongkong Cargo will be carried on to Shanghai and landed there. Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc. The Cargo will be returned to Hongkong immediately conditions here become settled.

JARDINE, MATHESON & CO. LTD.  
 Agents: "GLEN" LINE LTD.  
 Hongkong, 4th. February, 1922.

## THE NEW FRENCH REMEDY.

## THERAPION No. 1

## THERAPION No. 2

## THERAPION No. 3

No. 1 for Bladder Catarrh, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Venereal, Sold by Leading Chemists, Price 1/6 each. Dr. L. L. L. Med. Co., Haverstock Road, N.W. 5 London. The Trade Mark word "Therapion" is on the wrapper, stamp affixed to each packet.

## SMITHS.

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## MECHANICAL AND

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## ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

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DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

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ELECTRIC CRANE AT SEA WALL CAPABLE OF

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TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

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BUTTERFIELD &amp; SWIRE, AGENTS.

HONGKONG, CHINA &amp; JAPAN.

## A LINK WITH LIVINGSTONE.

## Sir John Kirk Enters his Ninetieth year.

The story of Livingstone seems a part of the hero adventures of another age, and yet one who shared in some of the great explorer's most arduous exploits is still amongst us, having just entered his ninetieth year.

It was in 1854 that young Dr. John Kirk sailed for Africa to become "Medical Officer and naturalist to Dr. Livingstone's Expedition to the Zambesi River," and for five years he was Livingstone's constant companion. "He was the bravest man I ever met," is the description Sir John Kirk, as he became in 1855, gives to Livingstone. "If he ever experienced the sensation of fear—and I doubt if he ever did—no one ever guessed it. He believed civilisation was a grand thing for all men, and the conception of exploiting the weaker peoples of the world for the stronger would have filled him with abhorrence."

Sir John Kirk was the second white man to see the Victoria Falls, Livingstone being the first. Together they knelt by the lonely grave of Livingstone's wife; together they forced the rapids of the Zambesi, Rovuma, and Shire, faced hostile savages, whom Livingstone's firm and unarmoured friendliness converted into friends; and together they worked to cleanse Africa of the slave trade.

Kirk's adventures with Livingstone, however, have somewhat overshadowed in popular imagination his subsequent work, for he may not unfairly be called the Father of modern East Africa. Appointed in 1866 as Vice-Consul in Zanzibar, he waged his warfare with the evil from this centre till his retirement twenty-one years later. His predecessor, Sir Bartle Frere, had tried to get the Sultan to sign the treaty for the abolition of the slave trade, but unsuccessfully. Where the former had failed Sir John Kirk succeeded, and without the financial loss which had been feared. A cathedral now stands in Zanzibar on the site of the old market.

Sir John is living quietly at Sevenoaks, unhappily blind, but surrounded by his African

trophies and curios. Chief of interest are some arrows on the wall of his dining-room. "Most of these," he tells you, "were shot at Livingstone as we explored the Rovuma. I picked them up from the deck of the boat."

## A NEW LETTER BY R.L.S.

## Humour of A Small Debt.

When Stevenson, with his wife and small stepson, was at Davos in the winter months of 1881-2, a very characteristic photograph of him, wearing one of the black flannel shirts he at various times affected, was taken by the local photographer, writes Sir Sidney Colvin in the Times. During the same season a cordial friendship sprang up between the Stevensons and a Mrs. Bradshaw Smith, and a young daughter, had made for the time being their home there. The Stevensons came away in April, and not long afterwards R.L.S. wrote to Mrs. MacMorland asking her to order and on his behalf to pay for a batch of the aforesaid photographs which he desired to distribute among his friends. During his complicated illnesses and changes of abode in the next 12 months, Stevenson had forgotten the small debt thus incurred, but after his settlement at Hyeres in April, 1883, it suddenly thrust itself first upon his wife's conscience and then upon his own.

The letters in which they acknowledge and propose to repay it have lately come to light and are intensely characteristic. Mrs. Stevenson begins:—"What shall I say, how shall I prostrate myself before you in an attitude of lowly enough for my deserts? Since I wrote to you last we had many miseries that are now happily over. When I got my brain disentangled and looked back, such a fearful time had elapsed since your last letter came that I did not dare to address you. About a month ago a bright thought struck me. I offered to do a very disagreeable piece of work for Mr. Stevenson provided he would write to you on my behalf and make my peace. I have been waiting, waiting, waiting, ever since; but alas, you know as well as I what men are." The writer goes on to say how she and her husband have lately been meeting some Dutch people at tea. "They are very handsome, the Dutch

people, and I hope you won't hint to Mrs. Bradshaw Smith that Mr. Stevenson is infatuated with the Dutch lady. In his heart of hearts I know he is true to his ideal and has never really turned from his allegiance to your mother."

There is nothing more calming to the emotions than business. I believe that all this time we owe you some money, I cannot remember the exact amount but think it was in the neighbourhood of forty francs, which I will enclose."

## A NEW SIGNATURE.

By this effort of his wife's Stevenson was at last moved to write himself, and his letter, hitherto unpublished, is as follows:—

My dear Mrs. MacMorland,—And so it was—the painful truth was this and not otherwise and I am a red-handed, naked savage, adorned with scalp. I do nothing now but scalp, except neglect to meet my liabilities; my position as a fraudulent bankrupt is the only thing undeniably civilised about me. I have been ill; I have done no work for eight months; I have about ruined my father; and as I have never answered a letter nor paid a debt, I am, in self-defence, obliged to glory in my abasement and wrap myself in the Pirate Flag. Even my wife, I cheat and neglect—to keep my hand in.

In a better world I may again find and attire myself in what once I used to call my virtues. Or perhaps, when I recollect the various trunks, boxes and cases with which I have bestrewed the fair face of Europe and a considerable proportion of the states of North America—I may find, in one of them, the aged and leathery remnants of my conscience. But in the meanwhile take me for what I am, a Devil incarnate, An Unrepentant Bilk and Bandit, A man who lacks but the opportunity to Ruin Empires.

Don't try to excuse me; I am inexcusable. But write and give us news; and remember me in your prayers.

R. L. D. Stevenson.

Chalet in Solitude.

Hyeret, Var.

France, I have added, as you will perceive, a new initial to my signature, a D., fatal capital! Its significance, the mind shudders to conceive.

## FRECKLES AND HIS FRIENDS

## Tag's Doing His Christmas Planning Early

BY BLOSSER





# BURNETTS GIN OLD TOM, & DRY.

BURNETTS Gin was a household word in London before most of the men who fought in the big war were born--AND STILL IS!

Sole Importers

A.S. WATSON & CO., LTD.

Wine & Spirit Merchants.

Phone 16.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.) The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 8, 1922.

### VALIDITY OF CONFERENCE DECISIONS.

We notice from American papers to hand that some measure of apprehension has arisen in the United States on the point of the validity of the Washington Conference decisions (or of any similar conference resolutions, for that matter) in relation to international law. Putting aside the question as to whether there can be legislation by majority decision where sovereign states are concerned, it has been pointed out that even a unanimous decision by an international conference does not bind Governments which are not represented in conference. In connection with the Root proposals for prohibiting the employment of submarines against merchantmen, Mr. Root himself has declared that a new rule in international law must obtain universal assent in order to become valid.

The assumption from this statement is that the progress of the nations in the development of a fuller and higher international law must be measured, like the movements of a fleet, by the speed of the slowest vessel. If that is the case, the outlook for world improvement through international law is, as one paper puts it, not very promising. But there is another possibility, and it was brought forward at the Washington Conference by Mr. Balfour in a few brief sentences which nevertheless contain the promise of a solution, not only for present difficulties but for the general difficulties involved in the conference method and in the development of international law. As against unanimity of action Mr. Balfour emphasized the question of leadership in action. Why, asked Mr. Balfour, in this matter of outlawing the submarine as a commerce destroyer, should the world wait for unanimity? Why could not the five Powers represented at Washington subscribe to the rule and see what the rest of the world would do? "Nothing," said Mr. Balfour, "could be better as an example than that the five states, instead of merely adopting a resolution which would be inoperative till generally adopted, should adopt immediately the principles which they desired eventually to see embodied in international law."

A ban on the submarine as a commerce destroyer adopted by the Washington conference would, in theory, have no validity for Spain, or Germany, or Russia, or any other nation not present at Washington. But in practice such action taken by the five leading Powers, who are bound for a generation to remain the five leading Powers, would go very far to establish a new principle in international law. In this connection it is well to recall that the original proposal for armament limitation on the sea contemplated a meeting of only three Powers, the United States, Great Britain, and Japan. Yet because these three Powers were the naval leaders, it was assumed, and correctly, that it was in their hands largely to shape the future naval policies of all the nations, by prestige and by example. The *New York Evening Post* sums the whole matter up by saying that a conference cannot legislate international law for everybody, but it can create a body of practice which will become international law. A conference cannot impose its majority will upon a recalcitrant member, but a majority can establish for itself a course of conduct which is bound to exercise a powerful moral pressure upon a minority.

### NOTES & COMMENTS.

#### The New Pope.

In ascending the Papal Throne as Pius XI, Cardinal Ratti presented the remarkable spectacle of the junior Cardinal being elected for the second time in succession. The new Pontiff's predecessor received his Cardinal's hat less than six months before being called to the Vatican. Pius XI. furnishes another example of the scholarly priest, as might be expected in the case of an ex-Prefect of the Vatican Library. Perhaps the new Pope, also like his predecessor, was a compromise selection, as there were seven pollings before the white-smoke signal appeared. His career prompts yet another parallel: that he will prove himself a worthy occupant of the Throne of St. Peter. The action of Pius XI. in bestowing the Blessing from the balcony of St. Peter's instead of within the Basilica won the hearts of the Italians, who naturally interpreted it as a sign that the new Pope intends to pursue the policy of conciliation with the Quirinal which Benedict XV. had only time to begin. The communique issued by the Secretary of the Conclave has a somewhat ambiguous sound in this respect. A definite token will probably appear before long. Meanwhile it may be noted that Pius XI. is believed to share the views of the Papal Secretary of State in favour of conciliation. Apart from all questions of policy, the communique is memorable for true catholicity in its address to "all nations and all peoples."

#### Extent of the Extra Cost.

Alcorrespondent writes to the *North China Daily News* questioning the figures given by that journal in reference to the additional running costs which the shipowners would incur if they granted the seamen's demands. The disparity between the thousands of dollars per month per ship as stated by our Shanghai contemporary and the figures given by its correspondent is enormous. The latter forwards a tabulated list of the wages paid to the Chinese crew of "a vessel under the control of one of the local premier companies, which may be accepted as a fair determinable basis, as the steamer in question is fully staffed, and is on the Shanghai-Hongkong service." The total extra cost per month as shown in this tabulated list amounts to no more than \$355, which makes it appear that the actual burden the demands would impose upon the shipowners is but a fraction of the figures quoted. It is to be noted, however, that the vessel in question is only of a size calling for half a dozen hands in the stokehold besides the No. 1, No. 2, and No. 3 firemen. The correspondent states that the vessel mentioned is a fair specimen, but, if we assume that to be the case, it is typical only of a coastal vessel, as the correspondent himself indicates. Some of the vessels that have been laying in the harbour here have a complement of about forty firemen. This means a very substantial multiplication of the correspondent's figures, and also lends points to the owners' contention regarding the very varying conditions in the shipping service.

#### Gandhi's Latest.

A Bombay message notifies that Gandhi has written to the Viceroy offering to postpone civil disobedience until the whole situation is reviewed "if within seven days the Viceroy revises his policy, liberates all political prisoners, and restores freedom of association to the Press." This is very like dictating to India's head, and is an inversion of the order of things. It is for the Non-Co-operation leader to enjoin a cessation of seditious activities, which, if we mistake not, is Lord Reading's condition precedent to a conference. The steps taken by Gandhi during recent months savour of a breach of faith in respect of the accommodation arrived at between the Viceroy and the Non-Co-operation leaders, the latter of whom agreed to refrain from violence. Of course, Gandhi himself has taken no part in forcible proceedings, but he has pursued a line of conduct which has incited his followers to frequent acts of violence and intimidation. It is he is confident of the justice of his cause, why does he not allow pure propaganda to work its way? The methods he has adopted may reasonably be interpreted as a confession that he has not a majority of the nation behind him, and consequently sees nothing for it but to stampede

### DAY BY DAY.

THE WHOLE FORCE OF PUBLIC OPINION IN AMERICA IS DIRECTED TO TEACHING ITS PEOPLE HOW TO PUSH.—Sam Gammons.

Yesterday's health return shows two cases of spotted fever (non-fatal) and one fatal occurrence of small-pox. All were Chinese.

Found on the Praya in a sick and destitute condition, a European named A. Holse was removed by the police to the Government Civil Hospital yesterday.

Cardinal Achille Ratti, Archbishop of Milan, having been elected Pope Pius XI., a solemn thanksgiving service is to be held at the Cathedral of the Immaculate Conception to-morrow at 5.30 p.m.

The Hongkong Boxing Association are holding a novices' tournament (no entrance fee) at the Theatre Royal on March 31st and April 1st. The next boxing tournament takes place at the Theatre Royal on Feb. 25th.

Injuries which fortunately were not serious were received by a Chinese who attempted to descend from a tramcar whilst it was in motion yesterday. He was taken to the Government Civil Hospital and discharged as soon as he had been attended to by the surgeon.

In the case in which a Chinese was charged with stealing a bangle from a dead woman at St. Paul's Hospital, the defendant was sentenced this morning to six months' hard labour. The Magistrate (Mr. J. R. Wood) described the offence as a "very mean" act.

When the Lake Fielding was being unloaded alongside the Kowloon wharf yesterday, a coolie sustained injuries through being knocked down by a beam which with others was being taken off the hatch. He was removed to the Government Civil Hospital.

After achieving notable success at the Coronet Theatre, Rex Beach's great Alaska feature film, "The Silver Horde," will be screened at the Kowloon Theatre this evening. Apart from the wonderful story and magnificent scenery, this picture is especially interesting for the scenes it shows of the great salmon canning industry.

We have received from the Pacific Mail Steamship Company an extremely well produced brochure entitled "Facts about the Port of San Francisco." It is splendidly illustrated and contains much information of general interest to the shipper and business man, together with maps and statistical information relative to San Francisco's foreign trade.

Fatal injuries were received when a Chinese worker of the Kowloon Docks who slipped and fell into the hold of the Kumsang which was being overhauled in the yards yesterday. The deck was newly painted, and in walking along the unfortunate man slipped, and, losing his balance, fell into the hold. He was taken to the Government Civil Hospital but subsequently succumbed to his injuries.

### SHANGHAI SPORT.

#### Varsity Athletes Arrive.

(From Our Own Correspondent.) Shanghai, February 8. Thirty-five athletes from Chiao-tung University have arrived in Shanghai for a series of games of football, basketball and volleyball with local teams. Their coach is Mr. C.S. Hirsch.

#### JAPANESE IN TIENTSIN.

According to an official report, the Japanese population in Tientsin totalled at the end of last year, 5,034, consisting of 2,635 men and 2,399 women. The figure when compared with the total at the end of the previous month, showed an increase of 283.

the country into revolt. His penance of a few weeks ago, when he went into sackcloth and ashes on account of his followers' violence, bears the appearance of crocodile tears in the face of his subsequent actions, which inevitably stir up hostility towards the Government.

### DEATH OF SIR HENRY MAY.

Former Governor Of  
Hongkong.

#### SKETCH OF A FINE CAREER.

The unexpected news, announced by a Reuter's cable, of the death at Home of Sir Henry May, G.C.M.G., a former Governor of Hongkong, has been received in the Colony with feelings of general regret and of the deepest sympathy for Lady May and family. Commencing his official career in Hongkong as a cadet, the late Sir Henry May eventually rose to the Governorship of the Colony, in the public service of which he spent close on 40 years, proving himself a most conscientious servant, an administrator of marked ability and a man of the highest integrity. When in 1912 he returned to the Colony after a brief period in Fiji, to assume the Governorship of Hongkong, the European community, in an address of welcome, spoke of him as "a fearless official—fearless in the discharge of duty—one who never courted favour and who therefore won respect—an upright public servant—a strong man." To those acquainted with his official life here that verdict will always stand as a just



THE LATE SIR HENRY MAY, G.C.M.G.

appreciation of his career. He had his detractors (all strong men have) but his honesty of purpose and purity of motive were never questioned. He was, to use the words of Pope:—

Statesman, yet friend of truth,  
In action faithful and in honour clear.

#### Sir Henry's Career.

The late Sir Francis Henry May was the fourth son of the late Right Hon. G.A.C. May, Lord Chief Justice of Ireland, and of Olivia, daughter of Sir Mathew Barrington, Bart. of Glenstal, Co. Limerick. He was born on March 14, 1860, at Dublin. After being at Harrow, he proceeded to Trinity College, Dublin, where he took the B.A. degree and was first honoursman and prizeman in Classics and Modern Languages in 1881. In the same year he was appointed, after a competitive examination, to a cadetship in Hongkong, but before coming to the East he served in the Colonial Office for twelve months. He studied the Cantonese dialect for six months and later in life wrote a guide to Cantonese. From the end of 1883 to the end of 1886 he was in Peking learning the Mandarin dialects and at the end of that time passed an examination for interpreters in the Consular Services. Upon returning to Hongkong, he was employed as Assistant Registrar General and as interpreter for the Governor at interviews with, and receptions of, high Chinese officials. In 1895 he was awarded a Companionship of the Order of St. Michael and St. George in recognition of the special services which he rendered during the plague of 1894 and in suppressing the strike of 1895, which, while it lasted, paralyzed the shipping in the Harbour. Perhaps one of the greatest public services that he rendered was in bringing to light

the widespread corruption that existed in the police force which he was commanding at the time. This work was truly a great one and for two years he was busily engaged in purging the force of dishonest members and in reorganizing the Criminal Investigation Department, which he kept under his own control. Two years later he was engaged in organizing the Police Force in the New Territory and in quelling the lawlessness which was very rife just after that newly-acquired area had been taken over by the British. As Superintendent of the Victoria Gaol, a post which he held in conjunction with that of Captain Superintendent of the Police and Fire Brigade, he placed the whole of the prison system on a separate basis, and while increasing the deterrent effect of the imprisonment he greatly increased the mass of affording industrial development by causing such work as printing, etc., for the Government offices to be carried out by the prisoners.

It was in 1902 that Sir Henry (then Mr.) May received the appointment of Colonial Secretary, but he had considerable experience in that office before, extending as far back as 1887, when he was acting Assistant Colonial Secretary, a post in which he was confirmed four years later. From 1895 he held a seat on the Legislative Council, until his departure for Fiji in 1910 and later, by virtue of his office as Colonial Secretary, he occupied a

### MAJOR CASSEL'S CAR.

#### Judgment for United Motor Co.

Judgment was given against Major Cassel by Mr. Justice Gompertz, in the Summary Court this morning, in the case in which Major Cassel claimed from the United Motor Co., Ltd., the sum of \$355.20 for alleged damage done to his Napier car.

His Lordship said: The plaintiff on the counterclaim asks for compensation for damage done to his car by the unskillful workmanship of the defendants. In order to succeed, plaintiff must of course establish with reasonable certainty that the defendants actually did the specific damage complained of. There is conflicting evidence on some points, as usually happens when an action comes for trial after a delay of several months. But these conflicts are not perhaps very material. It is common ground that there had been trouble of various kinds with the car before it was put in the defendant's care and it has been through several hands before it reached them.

The plaintiff proves that after the defendant had been working on the car for some little time it was in a damaged condition. The defendant's reply is that, as to some portion of the damage, it had already been done when the car was handed over to them, and as to the rest, that they are not responsible, as they had not in fact touched those parts of the car at all.

The evidence was lengthy and in places highly technical and, with the consent of both sides, I have been favoured with the advice of the Hon. Mr. Messer, President of the Automobile Association, on technical points.

The essential weakness of the claim is that there is no very substantial evidence of the state of the car when it was handed over to the defendants.

There is, of course, the chauffeur, but I was not particularly favourably impressed with his evidence. I shall deal with one point in it later on.

There had been, as I have remarked, a certain amount of trouble with the car from the beginning. A Mr. Weir, who was passing through the Colony, with his mechanic, Davis, had the car under observation for about a week, towards the end of April. He and Davis appear to have overhauled it and to have done a certain amount of dismantling. They also retimed the ignition. Now it would appear from the letter of the Napier Company to Major Cassel that Mr. Weir quite misunderstood the Napier system of timing. Other troubles were due to the difficulty in procuring appropriate lubricants and no doubt also the complicated mechanism of a very highly specialised engine. Further, there were complaints of the tools supplied with car.

One early fault, the fluffing or jerking, was satisfactorily adjusted by Weir and Davis. There is no record of what they did to the car, but it is quite possible that they took down the carburettor and other parts. Major Cassel admits that the jerking may have been due to trouble in the carburettor, or valves or in the ignition. Mr. Lauritzen at one time suggested getting another carburettor.

Mr. Scott states that the air pressure proved too low at an early stage and that this might possibly have been due to a defect in the carburettor. I will take the heads of damage one by one, referring throughout to Mr. Rowe as the defendant. To begin with the carburettor. There was a dent on the engine-turned collar, which the defendant admits being responsible for under circumstances which he details. The defect, he says, could be readily made good on a lathe.

The cover of the oil cup was broken, it appears, by pure accident and he put the cost of replacement at 20 cents. It is plain that Major Cassel did not wish the carburettor to be touched, but I may say that I am not satisfied that this was made clear to the defendant. There is nothing here on which I can reasonably give damages against the defendant, even if this point were pressed, and I understand that it is not.

As to the petrol tank at the back of the petrol tank, it is a limited that the defendant reported to Major Cassel that the threads in the tank into which the cock screws were worn, that the cock leaked, and that he could not make a tight joint. The plaintiff says that he had already ordered a new three-way cock which

(Continued on Page 12.)



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HALL.  
Lord Haldane's recent visit to  
Swansea, when thousands of  
people had to be turned away,  
has awakened the townsfolk to  
the need of a public hall, and the

corporation has called for a report  
on the proposal.  
A REACTIONARY POLICEMAN.  
Constable, giving evidence at  
Hampstead: I told the defend-  
ant I should report him for  
progress.

## JOYOUS YOUTH.

A Coronet Picture.

A happy example of radiant  
girlhood, healthy and alert, comes  
to delight local cinemagoers in  
Dorothy Gish, famous as "The  
Little Disturber" in "Hearts of  
the World," who plays the title  
role in "Battling Jane," the  
entertaining Artcraft feature  
which comes to the Coronet  
Theatre this evening. Pure  
comedy alternating with pure  
melodrama, the picture is based  
on the adventures of a young girl  
able to see the comical side of  
things even when the outlook is  
blackest. Herself an orphan  
she mothers a little waif and  
makes a courageous fight for both  
their rights. How she succeeds  
makes a unique story bright with  
humour and intense with excite-  
ment.

Appropriate music greatly en-  
hances the enjoyment of the  
picture. The Coronet Orchestra,  
late jazz band on the Canadian  
Pacific liner "Empress of  
Russia," is in itself an entertain-  
ment, so much so that the  
audience has been moved on more  
than one occasion to encore its  
numbers, particularly those in-  
troducing the jazz bells and the  
tuneful whistles.

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## THE RACES.

Derby Candidates Discussed.

(BY "WIRELESS.")

Within a fortnight's time all  
the private stands at Happy  
Valley will be decorated for the  
annual Meeting of the Hongkong  
Jockey Club—the Race Days  
being Monday, Tuesday and  
Wednesday, February 20th, 21st,  
and 22nd, with the "Off Day" on  
Saturday, February 25th.

At the moment it is very much  
of a question which owner will  
have the honour of carrying off  
the Blue Ribbon. Mr. G. H. Potts  
has had that honour for three  
consecutive years, Mountain King  
winning the Derby in 1919,  
Allied King in 1920 and  
Invincible King in 1921. It will  
be remembered that the last  
named pony broke the record for  
the distance by 2 3/4ths of a  
second against the time of  
3:09 made in 1911 by Coronation  
Rose—a pony owned by the late  
Mr. Buxey and ridden by Mr. C.  
R. Burkill. Mr. Potts' candidates  
this year for the Derby are Cutty  
Sark King and Kinsau King, but  
so far neither of these ponies  
have been stretched and it is not  
possible to say much about their  
chances. It seems, at least up to  
the present, that the Derby is a  
very open event, but some of the  
racing experts are of the opinion  
that Mr. Henry Humphreys'  
Flying Mouse has a good chance.  
His gallop yesterday morning, in  
which he covered the mile in  
2:20 2/5 disappointed the "early

birds" but there is still time for  
improvement. Sun Star, together  
with his stable companion Shin-  
ing Star, owned by Mr. H. Birkett  
and with Mr. Doyle up,  
made a surprise yesterday  
morning by covering the mile in  
2:13, and it is obvious that this  
pony will henceforth be closely  
watched by enthusiasts. Toy-  
shop, with Mr. D'Almada Ra-  
medios up, certainly went well  
over the mile gallop in 2:16 4/5,  
with 31 seconds for the last  
quarter, but I am afraid, without  
prejudice, that this pony did not  
have the full weight up. Mr.  
Soares' Dunoon, did the mile in  
the same time but did not finish  
gaily.

The absence of Mr. J. John-  
stone is very much felt by all,  
especially by the Chinese and  
Portuguese, as they generally  
held the opinion that he could  
win races with cowa. The  
"Princely House" has only one  
Derby representative by the  
name of Han River, but the  
chance is a remote one. Sir  
Ellis Kadoorie has four represen-  
tatives, but I understand that his  
ponies are not eating well and,  
under the circumstances, cannot  
be expected to do good times. Mr.  
Nemaze has three Derby candi-  
dates and his trainer (Ah  
Shun) thinks the ponies will have  
places on the off days. New  
Year's Gift, owned by Mr. H.

Setb, is coming up slowly and  
should not be neglected. Messrs.  
Bell Irving's and Paterson's can-  
didates for the Derby are long  
named animals and I would like  
to know whether they are long  
stayers as the distance of the race  
is a mile and a half. Mr. Bell  
Irving's No. 1 Riding Boy calls the  
don pony "Devil" which, in other  
words is "Pull Devil Pull Baker,"  
whilst Maltum in Parvo is known  
by the sobriquet of "Munin".  
The latter pony has done the best  
gallop of the season by covering  
the mile and a half in 5:33, finish-  
ing the last quarter in 33.25th.  
It should be one of the favourites.

Sir Paul has five candidates  
and the best gallop of these  
has been done by Defiance  
Dahlia, covering the Derby dis-  
tance in 3:35 3/5, finishing the  
last quarter in 33.45. Roman  
Pride, owned by Mr. H. W.  
Sassoon, is not a bad pony, but I  
am afraid he is not a long stayer.  
Of the old ponies, Spotted  
Sand did the mile this morning  
in 2:13.3, and the last half in 1:04,  
finishing the last quarter in 30  
secs. Empire Dahlia put up a  
good performance this morning,  
his time for the mile being  
2:15.2/5. The Kings were doing  
slow work and Mr. Gilpin's ponies  
were likewise.

This morning's gallops were:—

PONY'S NAME	Distance	1/4	1/2	3/4	1	1 1/4	1 1/2	1 3/4	Last
		Mile	Mile	Mile	Mile	Miles	Miles	Miles	quarter
Sandy Bay...	1	40	1:18	1:54	2:24.3	—	—	—	30.3
Scamperdale...	1	39	1:15	1:48.2	2:19.1	—	—	—	30.4
Allied King...	3/4	37	1:12.2	1:45	—	—	—	—	32.3
Lighting...	3/4	37.2	1:14.3	1:45.3	—	—	—	—	32
Empire Dahlia...	1 1/4	34.3	1:11.1	1:45.3	2:21	2:51.3	—	—	30.2
Benz...	1	36.3	1:11	1:46	2:17	—	—	—	31
Sovereign Dahlia...	1	38	1:12.1	1:45.4	2:19	—	—	—	33.1
Sportsman Dahlia...	1	35	1:09.2	1:42	2:13.2	—	—	—	31.2
Spotted Sand...	1	33.3	1:09.3	1:43.3	2:13.3	—	—	—	30
Fighting King...	1	36	1:14	1:49	2:02.2	—	—	—	31.2
Repulse Bay Chief...	1	42	1:20	1:55	2:28	—	—	—	32
Tiddleywinks...	1	—	1:18.2	1:57	2:28.2	—	—	—	31.2
Hongkong Chief...	1	37	1:14	1:50	2:22	—	—	—	32
Hope Dahlia...	1 1/4	33	1:10	1:46.4	2:21.1	2:54.4	—	—	32.3
Roman Dusk...	1	48	1:21.3	1:53	2:45.2	—	—	—	35.2
Stephanotis...	1	41	1:17	1:54	2:24	—	—	—	30
Cassia River & West River...	1 1/4	36	1:12	1:49	2:24.4	3:01	—	—	36.1
Ajax...	1 1/4	35	1:13.2	1:52	2:27	2:58	—	—	31
White Star Dahlia...	1	37	1:15	1:50	2:22.3	—	—	—	32.3
Misserimus Doleful...	1	37.1	1:13.1	1:47.2	2:18.2	—	—	—	31
Bullfinch...	1 1/4	36.2	1:12	1:49	2:24	2:58.3	—	—	34.3
Sceptic Dahlia...	1	34	1:12	1:49	2:22	—	—	—	33
Roman Sunset...	3/4	33	1:06	1:44.2	—	—	—	—	38.2
Shekko Chief...	3/4	—	—	1:39.2	—	—	—	—	33.2
Pawnshop...	1	35.2	1:12	1:47	2:17.3	—	—	—	30.3
Sir Colin...	1	36	1:14	1:50	2:20.4	—	—	—	30.4
Honesty Dahlia...	1 1/4	33.2	1:08.2	1:44	2:18	2:50.1	—	—	32.1
Gabriel Junks and Kinsau...	1 1/4	37	1:14	1:50	2:23	2:57	—	—	34
Cutty Sark King...	1	44	1:23	1:59.4	2:34	—	—	—	34.1
Ameer...	1	40	1:16.1	1:53	2:25.1	—	—	—	32.1
Flotam...	1 1/4	37	1:14	1:51	2:27	3:01	—	—	34
Roman Dawn...	1	41	1:18	1:54	2:25.1	—	—	—	31.1
Lantau Chief & Lowu Chief...	1	36	1:14	1:48	2:22	—	—	—	34
Goldfinch...	1	39.1	1:17.2	1:55	2:33	—	—	—	38
Pull Devil Pull Baker...	1 1/4	37	1:12	1:47	2:22	2:57	—	—	35
Defiance Dahlia...	1 1/4	36.4	1:11	1:48	2:24.2	3:01.4	3:35.3	—	33.4
Sincerity Dahlia...	1 1/4	38	1:12.2	1:48.2	2:25	3:00.4	3:36.1	—	35.2
Dainty Dahlia...	3/4	44	1:27	2:04	—	—	—	—	37
Roman Pride...	1	37.2	1:13.2	1:48.2	2:19.2	—	—	—	31
Wild Fire Dahlia...	1 1/4	37	1:11.3	1:50.3	2:28.3	3:04.1	3:38.3	—	34.2
Multum in Parvo...	1 1/4	37	1:14	1:51	2:28	2:59.3	3:33	—	33.2
Jewel Dahlia...	1	—	—	—	2:19.2	—	—	—	35
Martial Dahlia...	1	35	1:10.2	1:44.2	2:20.2	—	—	—	36

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for the most meritorious performance of the year, in R.A.C. Trials.

This is to Certify that a Thornycroft "B.T." Type Lorry was entered for trial by Messrs. John I. Thornycroft & Co., Limited, of 10, Grosvenor Place, London, S.W. 1, and Basingstoke.

#### Description of Lorry.—

Maker's description	...	Type "B.T." 30-h.p.
Chassis No.	...	8734
Engine No.	...	AB 4-388
Size of Engine (4-cylinder)	...	4 ins. x 5½ ins.
Tyres (solid rubber)	{ Front wheels ... Rear wheels ...	Single, 900 mm. x 85 mm. Twin, 900 mm. x 90 mm.
Gears (three-speed and reverse)	...	{ top, 7.25: 1 2nd, 12.6: 1 1st, 25.65: 1
Body	...	{ Hinged-sided lorry with semi-enclosed cab
Weights	{ Front axle ... Back axle ...	1 ton, 5 cwt., 1 qr., 14 lbs. 1 ton, 15 cwt., 14 lbs.
Total weight of car unladen (with body)	...	3 tons, 2 qrs.
Load, including three persons	...	2 tons, 6 cwt., 14 lbs.
Total running weight	...	5 tons, 6 cwt., 2 qrs., 14 lbs.

The engine control was standard, consisting of throttle and variable ignition. The engine was governed.

Object of Trial.—The object of the trial was to demonstrate the petrol, oil and water consumption, and general reliability.

Description of Trial.—The trial was held over the following route: London; Chard, Penzance, Land's End, Exeter, Wellington, Tewkesbury, Wigan, Lockerbie, Edinburgh, Newcastle and London. The trial occupied ten days. The weather generally was fine, rain falling on three days. The roads in general were fair. The lorry did not coast when descending hills. The fuel used was motor spirit.

Results of Trial.—Distance.—The total distance covered was 1,260 miles.

Speed.—The trial was run at an average speed (running time only) of 15.9 miles per hour.

Consumption.—Fuel: 13.0 miles per gallon (equivalent to 69.3 ton-miles per gallon). Oil: 504 miles per gallon. Water: no water was added during the trial. The total amount to be replaced at the conclusion of the trial being 1.0 gallon.

General.—No work, other than replenishment and greasing was done throughout the trial, with the exception that the carburettor and petrol piping were dismantled thrice, in order to discover the reason for petrol shortage, which trouble ultimately caused three stopson the second day. The cause was found to be dirt in the petrol cock.

(Signed) J. W. ORDE, Secretary.

Pall Mall, London, S.W. 1.

10th September, 1921.

(Signed) ARTHUR STANLEY, Chairman.

(Signed) G. H. BAILLIE, Chairman of

Technical Committee.

Head Office for China:—10 Kiukiang Road, Shanghai.

Models, 1½, 2, 3½ and 5-ton Stocked in Shanghai

Our motor expert frequently visits the Colony.

R. R. ROXBURGH,

Manager for China.

(at present Hongkong Hotel).







## PACIFIC SHIPPING.



## THE BIG FOUR

EMPRESS OF CANADA	22,000 Reg. Tons
EMPRESS OF AUSTRALIA	19,300 Reg. Tons
EMPRESS OF ASIA	16,850 Reg. Tons
EMPRESS OF RUSSIA	16,850 Reg. Tons

## ECONOMIC TRAVEL

THESE SHIPS ARE FITTED WITH EXCELLENT INTER-MEDIATE SECOND CABIN CLASS ACCOMMODATION.  
HONGKONG TO ENGLAND-TIME 30 DAYS.

FARE: \$139.85 GOLD

INCLUDING FIRST CLASS SLEEPING CAR BERTH TO MONTREAL AND INTERMEDIATE SECOND CABIN CLASS ACCOMMODATION ON EMPRESS OF SCOTLAND OR EMPRESS OF FRANCE, 25,000 AND 18,500 TONS RESPECTIVELY.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 732. Cable Address GACANPAC.



## HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Ships	Leave Hongkong	Arrive San Francisco
YENYO M.	22,000, Feb. 11.	SHINYO M. 22,000, Mar. 3.
KOREA M.	22,000, Feb. 24.	TAIYO M. 22,000, Apr. 4.
PERSIA M.	9,000, Mar. 29.	SIBERIA M. 20,000, Apr. 21.

Calling at Dairen and omitting call Shanghai.  
Calling at Dairen.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

LANIA, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA, CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

Ships	Leave Hongkong	Arrive Buenos Aires
GINYO MARU	15,500, Mar. 1st.	
ANYO MARU	15,500, Mar. 31st.	
SEIYO MARU	14,000, May 15th.	

\* Omit Manila.

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton, Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; BARRY.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD

TO LOS ANGELES & SAN FRANCISCO.

↑ "WEST FARALON" ... 13th February.

↑ Also, cargo accepted for Transshipment at San Francisco to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE—1 door Powell's Building, 12, Des Voeux Rd., Tel. 3073.

## VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.



(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila and

Amsterdam, Rotterdam, and Hamburg, Bremen

Ships	For	Sailing on or about
RADJA	Amsterdam, Rotterdam & Hamburg	10th Feb.
ALDABI	Rotterdam, Amsterdam & Hamburg	6th Mar.
SAPAROE	Amsterdam, Rotterdam & Hamburg	1st Apr.
KOTI	Rotterdam, Amsterdam & Hamburg	10th May.

For full particulars please apply to

JAVA CHINA JAPAN LYN.

General Agents,  
York Building.

## PACIFIC SHIPPING.

## DOLLAR LINE

ON THE BERTH FOR

NEW YORK via Suez.

S.S. "Esther Dollar"	Feb. 12.
S.S. "M. S. Dollar"	Mar. 12.
S.S. "Grace Dollar"	Apr. 11.

Los Angeles, San Francisco, Vancouver.

S.S. "Harold Dollar" Mar. 7.

San Francisco, Seattle, Vancouver.

S.S. "Bessie Dollar" Mar. 30.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

3rd Flr. Can. Post Office Bldg. Tel. 775 & 793



Operating following U.S. Shipping Board Steamers.  
PASSENGER & FREIGHT SERVICE.

For SEATTLE & VICTORIA, B.C.

Via Shanghai, Kobe and Yokohama.

Ships	For Seattle	For Victoria
S.S. Bay State	Feb. 9.	Feb. 28.
Keystone State	Feb. 13.	Mar. 10.
Silver State	Mar. 9.	Mar. 23.
Pinetree State	Mar. 23.	Apr. 11.

## MANILA SERVICE.

S.S. Keystone State	Feb. 6.
Silver State	Feb. 27.
Pinetree State	Mar. 13.

Through Bills of Lading issued to Overland common points

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

5th Floor, Union Building.

Telephones 2477 & 2478.

PASSENGER OFFICE.

Queen's Bldg. 2, Ice House St.

## THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA  
and other JAVA PORTS.

CADARETTA  
GLYMONT

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

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PASSENGER OFFICE.

Queen's Bldg. 2, Ice House St.

## SERVICE TO NEW YORK.

NEW YORK and/or BOSTON  
via PANAMA.

S.S. SATSUMA	20th February.
ENDICOTT	20th March.

For freight space and particulars apply to:—

## BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478.

5th floor, Union Building.

## KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

## "VAN OVERSTRATEN"

will be despatched to  
Singapore & Belawan direct.

This vessel offers excellent cabin-accommodation for 500 passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

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Telephone No. 1574.

Agents.

## PACIFIC SHIPPING.

## CHINA MAIL S.S. CO., LTD.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "NILE" "CHINA"

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. CHINA S.S. NANKING

Feb. 20th. at noon

## Java Service

HONGKONG TO SINGAPORE & BATAVIA

S.S. NILE

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to nearly all ports for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING

TELEPHONE, PASSENGER DEPT.

No. 1934.

ICE HOUSE STREET.

TEL. FREIGHT DEPT. & AGENT.

No. 2151.

## NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK

Sailings from Hongkong.

"KEEMUN" ... via Suez Canal ... 10th February.

↑ Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-

GRAPH COMPANY, LTD.

Mauzras s.s. Porthos, Peking.

Schrijver Trading Society

from Yokohama.

Watanabe c/o Nipponkan

Hotel, from Osaka.

Thurekawamaru c/o Okanokiki

No. 18 Kaibogai, from Misumi.

Mrs. Asmann King Edward

Hotel, from Shanghai.

Yiktaichank, from Shanghai.

Singkee, from Shanghai.

Cheungkemwu c/o Manshun-

woo No. 29 Des Voeux Road,

from Tientsin.

Hinglee West Yingpon Tram

Road, from Shanghai.

Manchuochan 154 Queens

Road, from Amoy.

Dr. Tsankiengsin 36 Caine

Road, from Amoy.

Leeon, from Amoy.

Leeyewtong, from Shanghai.

Osaken, from Osaken.

TH. KRING Superintendent.

Hongkong, Feb. 2, 1922.

## COMMERCIAL NEWS.

## MEANS OF COMMUNICATION.

Mr. C. R. Burkill, a prominent British merchant of Shanghai was elected Vice-Chairman of the Good Roads Movement of China at a recent meeting. A campaign for funds and members netted \$33,000 and 11,000 members. \$10,000 will be employed to build a short model road. Engineers will be sent out to survey a road from Shanghai to Hangchow as soon as weather permits. The officers of the Good Roads Movement of China now are Dr. C. T. Wang, Chairman, Mr. C. R. Burkill, Vice-Chairman, Mr. K. P. Chen, Treasurer, Mr. George E. Sokolsky, Honorary Secretary, Mr. Wu Sun, Executive Secretary. DEVELOPMENT OF MANCHURIA. In reference to the development of Heilongjiang, N. Manchuria, the Chinese Industrial Information Bureau states:—The projected Harbin-Heiho Railway—a distance of more than 1,000 li,—which is to cross the richest and most thickly populated regions of the province, should be put in hand as early as possible so as to develop the local industries and to facilitate the means of communication. In 1916, a loan of 20,000,000 roubles from the Russo-Asiatic Bank was concluded for the building of the Railway. The unrest in Russia and the sharp fall of the Russian monetary standard have resulted in the abandonment of the undertaking for the time being. Only 700,000 roubles were remitted. The Chinese Government is now negotiating with a view to the cancellation of the agreement.

SHANGHAI COAL MARKET. Messrs. Wheelock & Co., Shanghai, in their circular of 25th. January state—Japan Coal:—As the China New Year holidays commence tomorrow there has been absolutely no new business done during the past fortnight and there is nothing to report but the usual deliveries under contract: arrivals of Japan coal have fallen off considerably on account of the very severe weather they have been having recently over there and it will be noticed that only five coal-boats came in from Japan during the fortnight—Fushun Coal—No change—Fuchung Anthracite:—Here again the same remarks as above apply and we do not expect to see any revival until after the holidays—Kaiping Coal—Following the market in Japan and in the East generally, the Kaiping position remains quite firm with enquiries emanating from several Southern ports. Owing, however, to the near approach of the native New Year holidays, deliveries have slackened during the last few days. It is however anticipated that a good demand will arise when business settles down again in two or three weeks' time.

## WHITE GLOVES AT GUILDHALL.

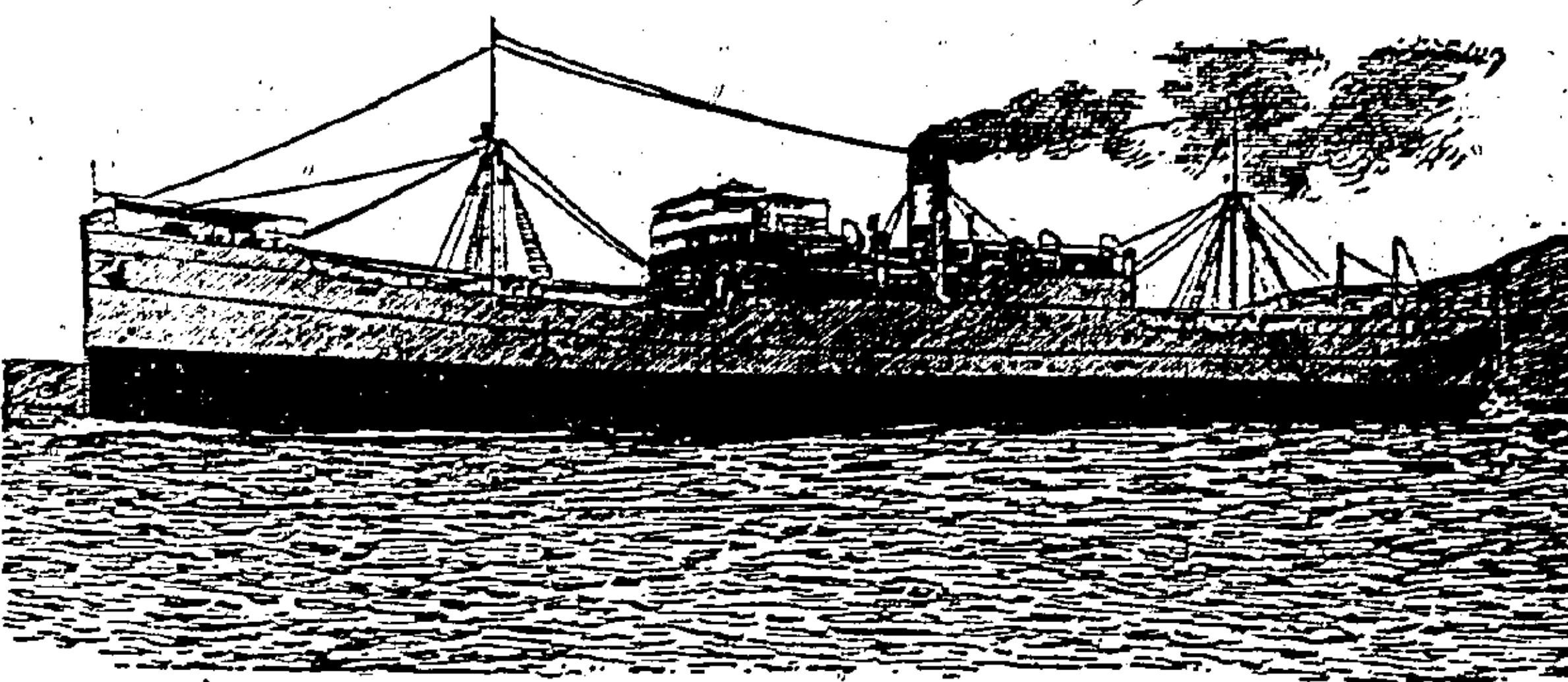
There being no charge at the Guildhall or at the Mansion House at a recent sitting Alderman Sir Alfred Boyer was presented with a pair of white gloves.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1: A.B.C. Fifth Edition Engineering, First and Second Editions Western Union and Watkins

Dock, Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195-ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., TOWSON DOCK, HONGKONG



Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR**

AND

**EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

TO  
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,  
 INCLUDING NEW ZEALAND & QUEENSLAND PORTS,  
 RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
NAGOYA	7,000	15th Feb.	M's, London & Antwerp
DUNERA	5,400	25th Feb.	S'pore, Colombo & B'way

BRITISH INDIA-APCAR SAILINGS (South)

EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
EASTERN	4,000	6th Mar.	Manila, S'kan, Thursday Is, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI &amp; JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
DUNERA	5,400	15th Feb.	Shanghai only.

All dates are approximate and subject to alteration without notice.  
 WIRELESS ON ALL STEAMERS.

Parcels Messengers and more than 24th. K.H.K. will be received at the Company's office up to noon on the day previous to sailing.  
 For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central, Agents.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.  
 Through Bills of Lading issued to all Overland Ports in U.S.A. & Canada.

FUSHIMI MARU ... Thursday, 9th Feb. at 11 a.m.  
 KATORI MARU (Nagasaki direct) Thursday, 23rd Feb. at 11 a.m.

MARSEILLES, LONDON & ROTTERDAM via Singapore, etc.  
 SADO MARU ... Saturday, 11th Feb. at 11 a.m.

KITANO MARU ... Friday, 17th Feb. at 11 a.m.  
 HAMBURG via LONDON, HULL & ROTTERDAM.

MATSUMOTO MARU ... Sunday, 12th February.  
 LIVERPOOL via MARSEILLES.

TAJIMA MARU ... Monday 13th March.  
 SYDNEY & MELBOURNE via Manila, etc.

AKI MARU ... Tuesday, 14th Feb. at 11 a.m.  
 TANGO MARU ... Tuesday, 21st Mar. at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.  
 TAKEYOYO MARU ... Wednesday, 22nd February.

NEW YORK via Suez.  
 DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

ANAGAWA MARU ... End of March.  
 BAY via Singapore, Penang & Colombo.

DEUSHIMA MARU ... Saturday, 11th Feb.  
 LUTTA via Singapore, Penang & Rangoon.

ENANG MARU ... Friday, 10th February.  
 FAKI, KOBE & YOKOHAMA.

GO MARU ... Friday, 17th Feb. at 11 a.m.  
 HAI, KOBE & YOKOHAMA.

PORT MARU (Calling Nagasaki) Tuesday, 14th Feb.  
 LUTTA MARU (Omitting Shanghai) Monday, 13th Feb.

For information apply to—NIPPON YUSEN KAISHA.  
 Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between  
 JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Gorontalo	Java	in port	—	Japan
Tjibanas	Java	in port	—	Saigon
Tjiluwenz	Amoy	in port	—	Java
Tjibodas	Java	in port	—	Japan
Tjimanoeok	Java	in port	—	Amoy/S'hai
Samarinda	Java	in port	—	—
Tjikini	Java	in port	—	S'hai/Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Arakan	S.F. Japan	in port	—	Java
Simaloor	Java	in port	—	S.F. Manila

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.**

REGULAR SAILINGS TO NEW YORK & BOSTON  
 FOR NEW YORK & BOSTON VIA SUEZ.

S.S. "DACRE CASTLE" Sailing on or about 22nd Feb.

"BOLTON CASTLE" via Suez sailing middle of March.

**LLOYD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRACIA" Sailing on or about 17th February.

For BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" Sailing early March.

Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS.**

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.  
 Telephone 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIWAN	in port	9th Feb.
CHANGSHA	about 5th Feb.	about 11th Feb.

These dates cannot be relied on.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to—

Butterfield & Swire.  
 Telephone No. 36. Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO. LTD.)

FREIGHT & PASSENGER SERVICE  
 FAR EAST/UNITED KINGDOM & CONTINENT.

HOMEWARD PASSENGER SERVICE.

Steamers	Sailing	From
City of Simla	12th Feb.	Shanghai, Kobe & Yokohama
City of Manchester	10th Feb.	M's, L'don, R'dam. & H'burg
City of Simla	10th Mar.	Middle of Mar.
City of Calcutta	10th May	—

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,  
 or to REISS & Co. Canton General Agents.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENARA"	18th February.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENARY"	11th Feb.	GENOA, L'DON, R'DAM & H'BURG.

"GLENLUCE" 22nd Feb. L'DON, R'DAM, A'WERP & H'BURG.  
 "GLENSHANE" 23rd Feb. GENOA, M'LES, L'DON & H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON &amp; CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone No. 215, sub-21, 23 and 3696.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yuensang	Sat. 11th Feb. at 3 p.m.
YOKOHAMA & Kobe	Kwaisang	" " " at 5 p.m.
SHANGHAI	Waishang	" " " at d'light
HAIPHONG via Hoibow	Taksang	" " " at 10 a.m.
BANGKOK	Chunsang	" " " at 10 a.m.
SANDAKAN	Mausang	" " " at noon
STRAITS & Calcutta	Fooksang	" " " at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Fooksang" will be despatched on or about Saturday, 11th Feb., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.  
 Telephone No. 215. General Managers.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To S'hai
HAIPHONG	Pakhoi	9th Feb.
SWATOW & SINGAPORE	Kingyuan	10th "
BANGKOK	Kwangchow	" "
MANILA, CEBU & ILOILO	Taming	" "
PAKHOI & HAIPHONG	Kailong	" "

These dates cannot be relied on.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

or Freight or Passage apply to

BUTTERFIELD & SWIRE.  
 Telephone No. 36. Agents.  
 Hongkong Feb. 8, 1922.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,  
 (Occupying 9 to 10 days.)

Steamships. Captain. Leaving.  
 Haiphong... [W. C. Parsons] ...

Arrivals and Departures from the Co's Wharf (near Blake Pier.)  
 For Freight and Passage, apply to

Douglas Lapraik & Co.,  
 General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)  
 Regular freight and passenger service between  
 JAPAN, HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar &amp; Balikpapan.

S.S. BORNEO MARU Sailing on or about 11th Feb.

" CHERIBON MARU Sailing on or about 5th Mar.

Omitting Macassar &amp; Balikpapan.

For Moji, Kobe &amp; Yokohama.

S.S. MACASSAR MARU Sailing on or about 21st Feb.

" SAMARANG MARU Sailing on or about 12th Mar.

For further particulars please apply to—

K. SUZUKI,  
 Manager.  
 Tel. No. 2206.  
 Second Floor, Prince's Building.

SHIPPING NEWS.

SHANGHAI DOCK CO.  
 At a meeting of the directors of the Shanghai Dock and Engineering Co., Ltd., held last month it was decided to open an interim dividend of 1/3 per share on February 9 and to close the transfer books from February 1 to 8, both dates inclusive.

ENLARGING GENOA DOCKS.  
 Genoa is increasing the area of its docks and quays from 30,875,000 to 43,035,000 sq. ft., and the length of railway tracks from 37 to 100 miles. The old harbour is to be improved by the addition of mechanical equipment and by increasing its depth.

SALE OF EX-ENEMY VESSELS.  
 Six German vessels were sold at the Baltic Shipping Exchange, London, recently, for £7,350, equivalent to 3s. 3d. per dwt. ton. They were the Herzogin Sophie Charlotte, 2,315 tons, £1,500; Carl, 2,132 tons, £950; Seefahrer, 2,067 tons, £1,200; Riscal, 1,279 tons, £750; Alexander Drenberg, 1,699 tons, £1,400 and the Louis Pasteur, 1,612 tons, £1,550.

FRENCH GUNBOAT LAUNCHED AT SHANGHAI.

A new French gunboat, named the Balny, was successfully launched by Mme. Wilton, wife of the French Consul-General at Shanghai, last month. The vessel, which came from France in parts, was assembled by the Societe Franco-Chinoise de Constructions Mecaniques at Shanghai. The Balny, which is for patrol service between Chungking and Ichang, has a speed of 14 knots, is 190 feet in length, 21 feet 6 inches in breadth and has a draft of 3 feet 6 inches.

SHANGHAI FREIGHTS.  
 Messrs. Wheelock and Co. Shanghai, in their circular of 26th. January, state:—The situation in both our Outward Freight markets—to Europe and America—is identical so that there is no need to write about them separately and the simplest way describing them is to say that they are both practically "dead" for the time being, at any rate.

Coastwise.—Since last writing the China coast trade has been absolutely dislocated in the South by seamen's strike in Hongkong and this, of course, has had some effect on Northern trades, there is consequently no chartering from the North to Southern Ports and this, combined with the near approach of China New Year, has made the market very dull.

BRITISH-BUILT SHIP FOR ITALY.

The Italian passenger steamer Giulio Cesare, 21,500 tons gross, built by Messrs. Swan, Hunter & Wigham Richardson, Ltd., Wallsend, for the Navigazione Generale Italiana, of Genoa, left the Tyne last month for Italy. This vessel is the second largest passenger ship constructed on the river. It will be recalled that her keel was laid at May 1914 and when the war broke out construction work was suspended. At one time plans were made for converting her into a British troopship, and another idea was to make her a hydroplane carrier, but nothing came of these war-time considerations. She remained so long on the stocks that the original design of engines was ultimately changed, direct-acting turbines being substituted by single-reduction geared turbines.

MARINE ENGINEERS' EXAMINATION.

We understand that the question of revision of the regulations for examination of marine engineers has been under the consideration of the Board of Trade for some time past, and the forthcoming issue of the regulations will probably embody amendments of considerable interest to the profession. We understand that the regulations will provide that workshop service to qualify for examination for a motor certificate will be accepted if performed in works where marine steam engines, boilers, etc., are made or repaired. Hitherto such service has been confined to works where internal combustion engines are made or repaired, but now candidates will be examined on either basis, subject to compliance with the regulations in other respects. As regards sea service, candidates for motor certificates have hitherto been credited with half service performed in steamships up to a maximum of six months and candidates for ordinary certificates have had motorship experience credited in a like manner. In both cases, under the new rules, such service will be credited in full. The qualifying service in motorships necessary for examination for motor endorsement of a steam certificate will in future be nine months against eighteen at present necessary. The date up to which such endorsements will be granted has been extended from January 1, 1922, to January 1, 1924.—Shipping and Engineering.



## MAJOR CASSEL'S CAR.

(Continued from Page 6.)

would make this case unnecessary. He does not remember that the defendant told him that the plug in the cook had been ground in too far, nor that the best thing to do was to recap the hole and put in a new plug, to serve until the three-way cock arrived. But the defendant's evidence on these points is clear and straightforward. As he is not contradicted, I necessarily accept his story. This involves the conclusion that some rough or unskilled person had been meddling with this part of the car before the defendant saw it. The defendant states, furthermore, that he found the steel collar scratched and the enamel badly chipped. This evidence is corroborated by Engineer Grantham, who was not at all a bad witness. The defendant states that the chauffeur admitted to him that he had ground in the plug himself and I accept this statement against the chauffeur's denial. I think that the chauffeur had been tinkering here. There is no evidence at all that the enamel and the collar were undamaged when they reached the defendant. He says that they were not and I am bound to find in his favour on this issue. I accept his story on the pet-cock point and I think that he acted not unreasonably on the whole under the circumstances of the case.

As to the engine pressure pump, I find no damage caused by the defendant's negligence. It is admitted that if he knew that a new pump had been ordered it was not unreasonable to insert a wooden plug as a purely temporary measure.

Similarly with the other heads of damage, e.g. the camshaft cover, it is unnecessary to say more than that I accept the defendant's explanations, which were clear and straightforward and are corroborated by Grantham.

It is plain to my mind that there had been careless or unskillful treatment of the machinery before the car reached the defendant. I find it impossible, on the evidence as a whole, to say definitely that Mr. Rowe is responsible for any material part of the damage; some of it, it is quite clear, was not done by him.

It does not carry the case quite far enough when Mr. Scott says that the parts that he inspected were recently damaged. It is not for the defendant to prove by whom this was done. But Davis had been overhauling the car at a fairly recent date, and I am prepared to find as a fact that the grinding-in of the plug in the pet-cock was done by the chauffeur.

I have been most carefully through the whole of the evidence and have given my judgment the most earnest consideration. I think that a jury would have found the same difficulties that I have done, and would therefore pronounce for the defendant, as I am bound to do.

Judgment is therefore entered for the defendant with costs.

The solicitor for the plaintiff on the counter-claim was Mr. F. G. Vaux (of Messrs. Wilkinson and Grist) and for the defendant, Mr. G. G. N. Tinson (of Messrs. Johnson, Stokes and Masters).

## RAW COTTON.

The expectation has been realised that imports of raw cotton would add heavily to Japan's trade accounts payable in the early part of the current year, owing to immense orders having been dispatched to the producing centres since last autumn, what with the market having weakened and what with the anticipation of high quotations in the spring of this year. Since November or December, imports have been rapidly growing. In Kobe are lying enormous heaps of raw cotton. The Mitsubishi Wadamisaki storps on the 10th instant had as many as 147,750 bales, or 111,457 bales of American cotton, 35,989 bales of Indian cotton, and 304 bales of mixed cotton, besides which 48,596 bales of American cotton, 2,542 bales of Indian cotton, and 1,403 bales of mixed cotton were stored in sheds. In addition, over 30,000 bales are left in lighters, as there is no room in the warehouses. Steamers via the Panama Canal are bringing 5,000 to 6,000 bales of American cotton, some even as many as 17,000 bales. Such being the case, the Cotton Guild is very earnestly negotiating with the mills for delivery, the mills hesitating owing to the enormous cotton in stock, etc.

## FOR THE KIDDIES.



By Marian Hale.

Little Miss may have her choice of collars, ranging from dark browns to bright hennas, or black to bright jade-green.

But she must have a fur collar to be really "vogue."

The simple lines are always smart for children.

One attractive coat for a nine-year-old is of terra cotta duvet de laine with a belt. A possum collar may be worn as a choker or laid flat.

Another box coat sports a possum collar on its light brown duvet de laine.

For the more dressy child, a more elaborate coat of blue-green Bolivia has a deep yoke effect on sleeve and garment.

There is, too, the deep bell cuff. With this a combination of light and dark fur forms the big collar.

## UNWHOLESOME MEAT.

## A Police Court Case.

An interesting statement by the Colonial Veterinary Surgeon on the meat supplies of the Colony during the present strike was heard in evidence which he gave in a case before Mr. R. E. Lindell, this morning, when a stallholder of the Wanchai Market was charged on two counts, of exposing for sale meat which was not slaughtered in the Government Slaughter House, and of exposing for sale meat which was not in a condition fit for human consumption.

In submitting that the two charges really come under one offence and therefore should be dealt with as one, Mr. M. K. Lo, for the defence said that as far as he knew, the meat was in a fresh condition having arrived from Canton only that morning.

Evidence was given by Sanitary Inspector Reed to the effect that on the 1st February at three o'clock, he examined the meat amounting to eighty-one cabbies, which was exposed for sale in the defendant's stall, and found that it was in a condition not fit for human consumption. He had the meat removed to the District Sanitary Office, and after orders had been received for its destruction from the C.V.S. he sprayed it with kerosene.

Mr. Lo—Was not the meat given to the Sanitary coolies, who then proceeded to hack and cut it up into pieces?

What was the reason for that?

—To ensure that the meat was properly sprayed with kerosene. If it was thrown into the dust boat without being thus treated, it might be picked up by the dust coolies and sold.

Did not the Sanitary coolies take away some of the meat to use it as food?—Not as far as I know.

Mr. W. J. Easton, the Colonial Veterinary Surgeon, deposed that he examined the meat when it was brought to him at about three o'clock in the afternoon. It was in a decomposed state and quite unfit for human consumption. He gave orders that it should be disposed of, either by spraying it with kerosene, or by sending it to the Kennedy Town Crematorium to be destroyed.

Mr. Lo—As far as defendant knew, this beef was slaughtered only that morning and came down by the morning train. Do you think that the state you found it in was consistent with the time it took to come down here?

Witness—Quite possible.

With a lot of luggage in the train, would not its place be close, and would not its condition be due also to the motion of the train?—Quite possible if it was placed in a stuffy van, and amongst decaying vegetables.

Witness, in further cross-examination, said that when the meat arrived at the District Sanitary Office it was placed in a cool room, with cement floor and out of the range of the sunlight. The cover was off the basket in which the two pieces were kept.

Referring to section 82 of the Ordinance which being worded to the effect that no meat is allowed to be imported into the Colony without a licence, runs counter to the charge framed under another provision of the same Ordinance, i.e. of exposing for sale meat which was not slaughtered in the Government Slaughter House, Mr. Lo said that in their purport, to prevent the sale of unwholesome meat, the two charges should be considered as one and should be dealt on that basis in the imposition of a penalty.

Mr. Easton said that Section 82, quoted by Mr. Lo, was to prevent the importation of meat and to provide an exception for Australian frozen meat. The contingency of an emergency in meat supplies, referred to by Mr. Lo in support of the action of his client in procuring the meat from Canton, need not be greatly feared, as, with certain reservations in respect of the victualling of ships, the slaughtering done at the Slaughter House was normal and would still be normal as long as the strike lasted.

Mr. Lindell imposed a fine of \$50 on the charge of exposing unwholesome meat for sale, and adjourned the other count in order to consider its relation to Section 82.

## INDUSTRIAL BANK FOR MONGOLIA.

Mongolian prices are reported to be raising a sum of \$10,000,000 for the establishment of the "Mongolian Industrial Bank." The head office is to be situated at Kalgan with branches at Peking, Urga, Kobdo, Kishkita, Suifu, Jehol, Fengtien and Hailungkiang.



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(Opening Rate: closing Rate  
on Page 11.)  
SELLING.

1/11	2/6
Demand	2/6 1/2
10 d/s	
30 d/s	2/6 1/2
4 m/s	Nom.
1/11 Shanghai	108
1/11 Singapore	114
1/11 Japan	190 1/2
1/11 India	54 1/2
Demand, India	54 1/2
1/11 San Francisco	143 1/2
& New York	Nom.
1/11 Java	6.40
1/11 Marks	
1/11 France	
Demand, Paris	

## BUYING.

1 m/s. L/C	2/7 1/4
1 m/s. D/P	2/7 3/4
8 m/s. L/C	2/7 3/4
30 d/s. Sydney and	2/9
Melbourne	
30 d/s. San Francisco	56 1/2
& New York	Nom.
4 m/s. Marks	7.00
1 m/s. France	7.20
5 m/s. France	
Demand, Germany	54 1/4
Demand, New York	Nom.
1/11 Bombay	190 1/4
Demand, Bombay	Nom.
1/11 Calcutta	190 1/4
Demand, Calcutta	Nom.
1/11 Yokohama	114
Demand, Manila	111
Demand, Singapore	108
Demand, Batavia	143 1/4
1/11 Haiphong	Nom.
On Saigon	
On Bangkok	83 1/4
Sovereign	Nom. 7.75
Gold leaf per Tael	34 1/2
Silver, ready	34
forward	
Bank of England rates 5%	
New York/London	4.33 1/2

## SUBSIDIARY COINS.

H'kong 50 ct. pieces	par
10 "	1 1/2% dis.
5 "	7 1/2% dis.
Canton sub. coins	16 1/4% dis.
Hongkong Feb. 8, 1922.	

EASTERN EXTENSION AUSTRAL-  
ASIA & CHINA TELEGRAPH CO.

Middleton, from Los Angeles  
Cal.  
Raphael Kremlin, from Haiphong.  
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Steamer Sheafart, from London.  
M. E. F. ADNEY,  
Superintendent.  
Hongkong, Feb. 2, 1922.

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## TIME TABLE.

WEEK DAYS.		Every 15 min.
7.00 a.m.	to 7.45 a.m.	15 min.
8.00 "	to 8.45 "	15 min.
9.00 "	to 9.45 "	15 min.
10.00 "	to 10.45 "	15 min.
11.00 "	to 11.45 "	15 min.
12.00 "	to 12.45 "	15 min.
1.00 "	to 1.45 "	15 min.
2.00 "	to 2.45 "	15 min.
3.00 "	to 3.45 "	15 min.

## NIGHT CARS.

8.00 p.m. to 12.00 a.m. 15 min.  
12.00 p.m. to 1.15 p.m. every 15 min.  
1.15 p.m.

## SATURDAYS.

8.00 a.m. to 7.45 a.m. 15 min.  
8.00 a.m. to 11.45 a.m. 15 min.  
11.45 a.m. to 12.00 p.m. 15 min.  
12.00 p.m. to 1.15 p.m. 15 min.  
1.15 p.m. to 3.45 p.m. 15 min.

## SUNDAYS.

7.00 a.m. to 7.45 a.m. 15 min.  
8.00 a.m. to 11.45 a.m. 15 min.  
11.45 a.m. to 12.00 p.m. 15 min.  
12.00 p.m. to 1.15 p.m. 15 min.  
1.15 p.m. to 3.45 p.m. 15 min.

## NIGHT CARS.

11.45 p.m. to 1.15 a.m. 15 min.  
1.15 a.m. to 3.45 a.m. 15 min.

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To-day till Friday  
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in 7 parts.

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TO-DAY 5.15 and 9.15 p.m. performances.

ETHEL CLAYTON

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THE

## GIRL WHO CAME B

GREAT SOCIOLOGICAL LESSON TAUGHT  
GRIPPING PHOTODRAMA.

2.30 and 7.15 p.m. performances.

10 and 11 Epis. of "DIAMOND QUEEN" Feature.

EILEEN SEDGWICK.

Booking at the Theatre.

## WEATHER REPORT.

Feb. 8d. 11h. 53m.—Pressure  
has decreased considerably over  
S.W. Japan which is now covered  
by a depression. Pressure has  
decreased slightly over S. China  
and the Philippines. An anticy-  
clone is probably forming over  
N. China.

The monsoon will set in again  
along the Coast of China and  
freshen slightly over the China  
Sea.

Hongkong Rainfall for the 24  
hours ending at 10 a.m. to-day,  
0.00 inch. Total since January  
1st, 2.76 inches, against an  
average of 1.94 inches.

FORECAST FOR THE 24 HOURS  
ENDING AT NOON TO-MORROW.

District. Forecast.

N.E. winds,

moderate

to fresh

generally

overcast,

some

drizzle

or mist.

The same

as Nov.

F. K. Observatory, Feb. 8, 1922.

## METEOROLOGICAL

Previous Day	Today
Barometer .....	29.93 29.93
Temperature ...	74
Humidity .....	65
Wind Direction CALM	
Wind Force ...	0
Weather .....	0
Rain .....	0.02
Highest open air	
Temperature on the 7th	74
Lowest open air	
Temperature on the 8th	65

T. F. CLAXTON, Director.

H. K. Observatory, Feb. 8.

The same

as No.

The same

as No.

T. F. CLAXTON, Director.

H. K. Observatory, Feb. 8, 1922.

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